

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 134.---VOL. VI.]

LONDON: SATURDAY, MARCH 17, 1838.

[PRICE 6D.]

MR. C. WARTON'S NEXT PERIODICAL SALE
will take place, by AUCTION, at the Mart, London, on Friday, the 23d inst., at Twelve o'clock, and will include SHARES IN THE MOST IMPORTANT CORNISH MINES, of established reputation—viz.: East Pool (in the parish of Illogan), the Marazion Mines, Hellenes, Trevaun, Wheal Seton, Carn Brea, the Balnion Tin Mines (in St. Ives), Copper Bottom, Carzize, and Duffield; also shares in several scrip companies, more recently incorporated, and which are now working with success. Particulars may be had at the Auction Mart; and of Mr. C. Warton, Auctioneer and Agent of every description of Mining property, 55, Broad-street.

MINING PROPERTY FOR SALE OR PURCHASE.
WILLIAM TRENEY, Jun., Mine Agent and Share Broker (late of Redd, Cornwall), 30, Threadneedle-street, London, is in a situation to treat for the SALE or PURCHASE of the BEST MINING SHARES in Devon and Cornwall, together with those that are at a considerable discount.—All communications to be sent paid.—March 9.

WANTED TO PURCHASE (at a low price) SHARES IN THE TRILLAGH CONSOLS AND WEST WHEAL JEWEL MINES.
Letters (post paid) addressed to Mr. Charles Piers, No. 21A Soho-square, before 22d inst., will be attended to.

WANTED, a RESPECTABLE MAN, to take the ENTIRE MANAGEMENT of a TIN MINE in Cornwall; he must be a Practical Miner, and also understand accounts. Satisfactory references and security will be required. Letters (post paid) with real name, and stating last employer, to be addressed to "A. B.," care of Messrs. Newton and Co., Country Newspaper and General Advertising Office, Warwick-square, Newgate-street, London.

CARNARVONSHIRE, NORTH WALES.
SHARES IN AN EXCELLENT SLATE QUARRY TO BE DISPOSED OF.—The above Quarry, which is within a short distance of the sea and port of Carnarvon, has been recently opened—the parties concerned are desirous to dispose of half their interest in order to raise a fund to put the Quarry to immediate and full work, the prospects being so decidedly good, they intend selling the other half. This is an offer that rarely occurs, inasmuch as the quarry contains an INEXHAUSTIBLE VEIN OF SLATE ROCK, of the best quality for roofing and writing slates, and for all other purposes for which slates are used. It also contains a rock of superior House and Slate Pencil. The situation of the Quarry is so advantageous, that the works can be carried on without the use of machinery, or the necessity of driving levels, thereby saving an immense expense. Application to be made (if by letter, post paid) to A. B., Post-office, Carnarvon.

CORNWALL.
SOUTH POLGOOTH MINES, WITH ALL THE MACHINERY, STEAM-ENGINE, AND EFFECTS.
Messrs. FOSTER AND SONS are instructed by the Board of Directors of the South Polgooth Tin and Copper Mining Company, to sell BY AUCTION, at the Auction Mart, London, on Monday, the 9th of April, Twelve for One o'clock precisely, in One Lot, the leases, or sets, of the SOUTH POLGOOTH MINES, extending over Three hundred and twenty-four Acres, in the parishes of St. Mewen and St. Ewe, in the county of Cornwall; together with all the Valuable Machinery, Steam-Engine Apparatus, Tools, Waggon, Iron, Timber, Erections, Buildings, Fences, and Effects. The Mine may be viewed, and particulars had of Mr. Henry B. Truro, Cornwall; at the Auction Mart, London; at the office of the South Polgooth Company, Basinghall-street; and of Messrs. FOSTER, 14, Greek-street, of 54, Pall-mall.

TO MERCHANTS AND MINING COMPANIES.
TO BE LET (BY SEALED TENDER), FROM LADY-DAY or MIDSUMMER next, for a term of Seven, Fourteen, or Twenty-one years, a very commodious WHARF, with the Cottage, Warehouses, open Sheds, &c. &c.; and a TIMBER-POND adjoining thereto, known by the name of POLISHED WHARF.
The above Wharf, within the Borough of Truro, and on which an extensive business has been carried on for some years by the present proprietor, who intends retiring.
The Tender may also have an excellent newly-erected DWELLING-HOUSE, including the Wharf, consisting of Two Parlors, Two Kitchens, and Five Lodging-rooms, with garden, or without, at his option; the whole forming the most pleasant and advantageously situated premises on the Truro river.
The Tender will be received and accepted and execute a Lease, containing such covenants as are usually inserted in Leases for this description of property.
Tenders (by letter) must be post paid, and will continue to be received until the 10th of March next, immediately after which, the person whose Tender is accepted will receive notice thereof.
To view the premises, and for further particulars, apply to Mr. Borlase, Solicitor, Truro, by whom the Tenders will be received.
Dated February 6.

BRITISH TIN MINING COMPANY.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of shareholders will be held at the George and Vulture Tavern, Cornhill, on Thursday, the 23rd day of March instant. The Chair will be taken at One o'clock precisely. The accounts of the Company will lie at the office for the inspection of shareholders on the Tuesday and Wednesday previous to the Meeting.
W. CODNER, Sec.
Adam's-court, March 14.

BLANNAVON IRON AND COAL COMPANY.—Notice is hereby given, that the Board of Directors have this day ordered, that a DIVIDEND of TWENTY SHILLINGS per share, for the half-year to Christmas, be payable at the Company's Office, 6, New Broad-street, London, and at the Mining-houses of Messrs. Bates and Roberts, Bournebridge, Messrs. Bailey and Co., Warrington, and Messrs. Heywood, Son, and Co., Liverpool, on and after the 1st inst. The Books for the Transfer of Shares will be closed from the 5th to the 10th inst. By order of the Board,
New Broad-street, March 1. W. W. JONES, Secretary.

NOLOMBIAN MINING ASSOCIATION.—The Proprietors of Shares in this Association desirous of TENDERING for any part of the Thousand New Shares, authorised to be created by the Resolutions of the General Meeting of Proprietors of the 15th inst., may receive form of Tender by applying at the Office. All Tenders must be delivered in on or before the 1st inst. By order of the Directors,
Freeman's-court, Cornhill, March 16. J. CHAPMAN, Secretary.

NORNUBIAN LEAD AND SILVER MINE, in the Parish of Penzance, in the county of Cornwall.—The Directors hereby give notice to the Shareholders in the above mine, that the LAST INSTALLMENT of 10 POUNDS per share is required to be paid on or before the 7th of April next, to the Western District Bank, Truro, or the Western District Bank, Devonport, or the London and Westminster Bank, London.
In default thereof, at the expiration of the time before stated, the shares will be forfeited, without further notice or warning, to the Adventurers, agreeably to the conditions specified on the scrip. It is essential that the holders of scrip do have the payment of the Call noted on the Scrip, and give the receiver a list of the numbers for which they pay, that the same may be registered.
J. CLOUTER, Directors
J. PALMER, Cornubian
J. THOMAS, Mine.
J. TRUSCOTT, W. LANGDON,
Devonport, Feb. 28.

GREAT WHEAL CHARLOTTE MINING ASSOCIATION.
A MEETING of the Subscribers will be held at the George and Vulture Tavern, George-yard, Lombard-street, on Monday, the 19th inst., to receive the report of the Provisional Committee, and on other business. The Chair will be taken at One o'clock precisely. All parties attending the meeting will be required to produce the Bankers' Receipt for the deposit money.
London, March 14.

DURHAM COUNTY COAL COMPANY, for Working Mines in the County of Durham.—Notice is hereby given, that at the Half-yearly Meeting of the shareholders in the above Company, held at the office of the Company, in Darlington, on Wednesday, the 28th day of February, 1838, a DIVIDEND on the paid-up capital of the Company for the half-year ending 31st of March last, at the rate of ten per cent. per annum, was declared, which dividend was paid at the office of the Company in Darlington, or at 32, Great Winchester-street, London, on and after the 15th of March instant. All persons applying for shares must produce their certificates of shares, with the bankers' receipt for the instalment (unless it has been recorded on the certificates) at one of the above places, in order that the payment of the Dividend may be certified thereon.
By order of the Directors,
WILLIAM BEDFORD, Sec.

ERRAN CONSOLIDATED MINING COMPANY.—Notice is hereby given to the shareholders in this Company, that the Directors have ordered for a FURTHER INSTALLMENT (being the 5th) of TEN SHILLINGS per share, payable on or before the 17th of April next, to Messrs. Vere, Sapte, and 77, Lombard-street. All shares on which the above instalment of Ten Shillings shall remain unpaid for one calendar month after the said 17th of April next will be liable to Forfeiture.
By order of the Directors,
HALL, THOMPSON, and SEWELL,
The shareholders will be obliged by forwarding their shares, with the bankers' receipt to the office of the Company, No. 2, St. Mildred's-court, Poultry, immediately on payment of the instalment, in order that it may be certified thereon, and regularly entered.
27, Cannon-street, March 9.

PRINTERS' PENSION SOCIETY.
—The ANNIVERSARY DINNER will take place on Wednesday next, the 21st instant, at the London Tavern.
Right Hon. Viscount SANDOW, M.P., in the chair.

STEWARDS.
The Right Hon. the Vice-Chancellor
Benjamin Bond Cabell, Esq.
Charles Dickens, Esq.
S. Dixon, Esq.
Henry English, Esq., F.G.S.
J. Higgins, Esq.
H. A. Hore, Esq.
R. Kinder, Esq.
W. Lewis, Esq.
W. Livingston, Esq.
Sir George Carroll, Sheriff.
Sir Moses Montefiore, Sheriff.
W. Shackell, Esq.
S. Sharwood, Esq.
B. Smith, Esq.
W. C. Taylor, Esq., LL.D.
J. E. Taylor, Esq.
L. Thompson, Esq.
C. Whiting, Esq.

Tickets, Five Shillings each, may be had at the London Tavern; of the Committee; Collector; and of JAMES S. HOBSON, Esq., Secretary, 112, Fleet-street.

GOLDEN BANK AND WHEEL CHANCE UNITED MINING COMPANY.—The Directors hereby make a THIRD CALL of TWENTY-FIVE SHILLINGS per share on the Cash-Mock System (equal to Five Shillings per share on the former Scrip System—now abandoned); to be paid on or before the 19th March, to Mr. Prout, Gubbins Cottage, Bristol; to Mr. Bragg, Taunton; or to the Secretary, Mr. J. G. Bocking, Penzance; either of whom will give proper receipts therefor, and exchange certificates for such Scrips as have been duly paid out.—Unless such Call be paid on the 19th March, or within Thirty days thereafter, the shares in default will be forfeited.

PETER RICHARDS, JOHN THOMAS, JOHN SYMONS, Directors.
Dated Penzance, Feb. 27.

MEXICAN COMPANY.—The Directors of this Company, having, by virtue of the powers vested in them by the deed of constitution of the Company, made a CALL of ONE POUND per share, on each and every of the shares of the Company; the proprietors are requested to pay the same to Messrs. Messers, Peters, and Co., No. 35, Nicholas-lane, Lombard-street, to the credit of the trustees of the Company, on or before Saturday, the 14th of April next.
39, Great Winchester-street, March 13. J. M. MAUDE, Secretary.

RIO DOCE COMPANY.—Notice is hereby given, that, in accordance with article No. 7 of the regulations for managing the affairs of this Company, agreed upon at a Special General Meeting of the shareholders, held on the 8th of June last, a CALL of ONE POUND per share is hereby made, payable on or before the 14th April next, at the banking-house of the Company (Messrs. Barrett, Hoare, and Co.'s), whose receipt for the same will be exchanged at the Rio Doce office for new scrip certificates.
By order of the Directors,
6, Freeman's-court, Cornhill, March 7. R. MESSER, Sec.

* The scrip certificates must be returned when exchanging the bankers' receipt for the new certificates, which will include the whole amount paid per share.

TYR GUNTER and CEEN CWSE COLLIERY COMPANY.
Glamorganshire.—The Directors of this Company hereby give notice, that in accordance with article No. 7 of the resolutions agreed upon at a meeting of the shareholders on the 24th of November, 1837, a CALL of TEN POUNDS per share is made, to be paid into the London and Westminster Bank, Throgmorton-street; or to the account of the Company, at the Bridgford Branch of the National Provincial Bank, on or before the 10th May next.
Mining-office, 2, St. Mildred's-court, March 13.

TREGOLLAN COPPER MINING COMPANY.—The Directors hereby give notice, that they have made the THIRD CALL of TEN SHILLINGS per share, to be paid into the Company's bankers (the London and Westminster Bank, Throgmorton-street) on or before Tuesday, the 10th of April next.—Tregollan Copper Mining Office, March 14.

WHEAL GILBERT TIN AND COPPER MINING COMPANY, St. Erth, Cornwall.—Notice is hereby given, that the SECOND ANNUAL MEETING of the Shareholders of the above Company, will be held at Pearce's Hotel, Truro, on Wednesday, the 21st inst., at Twelve o'clock at noon. The Shareholders are requested to bring to the meeting the numbers of their respective scrips on which the last call has been paid.
Redruth, March 6. HENRY GRYLLS, Secretary.

WEST WHEAL JEWEL MINING ASSOCIATION.
The Directors hereby give Notice, that they have this day made the FIFTH CALL of TEN SHILLINGS per share, payable on or before the 7th April next, at the Office of the Association only; and it is material that the Scrip should be brought for the purpose of having the Call inscribed.
By order of the Board,
23, Threadneedle-street, March 7. R. NICHOLSON, Secretary.

WHEAL WALLIS MINING COMPANY.—CALL OF TEN SHILLINGS PER SHARE.—The Directors of the above Mine hereby give notice, that for the more effectual working of the Mine, a CALL of TEN SHILLINGS per share is to be paid on or before the 4th of April next, at the Manchester and Liverpool District Bank, Manchester. The Secretary is authorised to endorse the scrip on the production of the bankers' receipt. Parties at a distance may forward the amount of their calls with the scrips (carriage paid) to the Secretary, who will do the needful for them.
By order of the Directors,
15, St. Ann's-square, Manchester. HENRY CARR, Sec.

CITY OF LONDON EQUITABLE LOAN SOCIETY.
Capital £500,000, in 50,000 shares of £10 each.—Deposit £2 per share.
The public are respectfully informed, that this Society are prepared to LEND SUMS OF MONEY, from £20 to £100 (to shareholders only at present). Prospectuses and further particulars known by applying at the offices, between the hours of Ten and Four daily.
R. GILBERT, Sec.
15, Crosby Hall Chambers, Bishopsgate-street, City.

ATLAS ASSURANCE COMPANY.
Established 1808.
LIFE DEPARTMENT.
Persons assured for the whole term of life in Great Britain or Ireland respectively, will have an ADDITION made to their policies every seventh year, or an equivalent ADDITION will be made in the future payments of premium, at the option of the assured.—The following Table shows the total additions made to policies for £1000, effected in London or through an agent in Great Britain, which had been in force for the fourteen years ending 1830:—

Age at commencement.	Total amount of premium paid in the 14 years.	Amount that has been added to the sum assured payable at the party's death.
30	£373 18 4	£244
40	475 8 4	278
50	634 12 4	340
60	891 6 8	440

The third valuation, up to Christmas, 1837, is in progress, and the result will be declared as soon as possible.
Assurances for short periods may now be effected in this office at considerably reduced rates of premium.
FIRE DEPARTMENT.
In addition to the benefit of the late reduction in the rates of premiums, this Company offers to assurers the advantage of an allowance for the loss of rent of buildings rendered untenable by fire.
Policies falling due at Lady-day should be renewed within fifteen days from that period.
The Company's rates and proposals may be had at the office in London, or of any of the agents in the country, who are authorised to report on the appearance of lives proposed for assurance.
92, Cheapside, London, March 8. HENRY DESBOROUGH, Secretary.

NATIONAL LOAN FUND LIFE ASSURANCE SOCIETY.
No. 69, Cornhill, London; 34, Westmoreland-street, Dublin; 45, South Castle-street, Liverpool; and 28, Corn-street, Bristol.—Capital £500,000.
PATRON—His Grace the Duke of SOMERSET, P.R.S.

DIRECTORS.
T. LAMIE MURRAY, Esq., Chairman.
Col. Sir Burges Oame, K.O.B.
J. Elliottson, M.D., F.R.S.
Charles Farebrother, Esq., Ald.
H. Gordon, Esq.
Robert Holland, Esq., M.P.
George Langley, Esq.
Kenneth Mackenzie, Esq.
John Rawson, Esq.
Joseph Thompson, Esq.
FARRINGTON—J. Elliottson, M.D., F.R.S.
SURGEON—E. S. Symes, Esq.
ACTUARY—W. S. B. Woolhouse, Esq., F.R.A.S.
By the new principles of Life Assurance in this Society, amongst other advantages, the assured will enjoy the following:—
1. Moderate rates of premium consistent with security.
2. A cash credit on his assurance to the extent of two-thirds of the payments on his policy or deferred annuity.
3. Two-thirds of the payments on elapsed policies returnable at death.
4. Two-thirds of the entire profits and of the guarantee fund divided annually.
5. Special bonus on each policy becoming a claim in favour of the widow of the assured.
6. Females assured at one year less than their actual ages.
7. Facility in effecting assurances.
Detailed prospectuses of this Society may be had at the offices, or of any of the agents.
E. FERGUSON CAMROUX, Sec.

TREVORGUS MINING COMPANY.—The Directors hereby give notice, that all parties having any claims against the above Company are requested to send full particulars thereof to the counting-house on the Mine, on or before the 24th instant.
J. E. MORGAN, Secretary.
March 12.

BIRMINGHAM, BRISTOL AND THAMES JUNCTION RAILWAY COMPANY.—Fourth Half-yearly General Meeting of the Proprietors.—At the General Meeting of the Birmingham, Bristol, and Thames Junction Railway Company, held in pursuance of the Act of Incorporation, at the Company Offices, 1, Robert-street, Adelphi, on Monday, the 12th inst., HENRY LUARD, Esq., in the Chair.
It was unanimously resolved:—
1. That the common seal of the Company be affixed to the register of proprietors now produced. (The seal was affixed accordingly in the presence of the meeting).
2. That the report of the directors, now read, be received and adopted, and that it be printed, and a copy sent to every proprietor.
3. That the following gentlemen, who go out of office at this meeting, in conformity with the Act of Incorporation, be re-elected directors of the Company:—J. C. Carpus, Esq., George Whitehead, Esq., and Henry Whitehead, Esq.
4. That the cordial thanks of this Meeting be given to the directors for the able and efficient manner in which they have conducted the affairs of the company, HENRY LUARD, Chairman.

THAMES HAVEN DOCK AND RAILWAY COMPANY.
At a numerous attendance of the Proprietors at the Half-yearly General Meeting, held this day, the following resolutions were moved, seconded, and carried unanimously:—
1. That the report, as read, be received, printed, and circulated to the proprietors.
2. That this meeting do approve of the course hitherto pursued by the directors, and that they be requested to give their utmost exertions to commence, and carry into effect the works of this important and most useful undertaking.
3. That the Proprietors do use their utmost individual exertions to assist the Directors in bringing the Dock and Railway into use as early as possible, and that the gentlemen deputation from the Manchester Shareholders do request the same exertions in their neighbourhood.
4. That the vacancies in the direction be left to be filled up at the discretion of the directors themselves, who have so fully proved their interest and care of the Company's affairs.
5. That the thanks of the meeting be given to the Chairman for his ability and urbanity in the day's proceedings.
6. That the cordial thanks of the meeting be given, in particular, to Mr. Ausnick, the Secretary of the Company, for the ability, persevering zeal, and exertions he has always manifested in the undertaking.
JAMES ESDAILE, Chairman.
March 13.

MIDLAND COUNTIES RAILWAY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the PROPRIETORS of the MIDLAND COUNTIES RAILWAY COMPANY will be held at the BULL'S HEAD AND ANCHOR HOTEL, at LOUGHBOROUGH, in the County of Leicester, on Friday, the 23rd day of March next, at twelve o'clock at noon, pursuant to the provisions of an Act of Incorporation of the said Company, for the purpose of applying for an order of the Court for making and entering into a deed of Conjunction or Agreement with the North Midland Railway Company, for the passage over and along the said Midland Counties Railway of the engines, coaches, waggons, and other carriages belonging to the said North Midland Railway Company, and for the passage over and along the said North Midland Railway of the engines, coaches, waggons, and other carriages belonging to the said Midland Counties Railway Company. And which said Deed will contain such covenants, clauses, provisions, conditions, and agreements, as the contracting parties respectively think advisable and mutually agree upon.
Dated 21st February. J. F. BELL, Secretary.

MIDLAND COUNTIES RAILWAY.—The Directors of the Midland Counties Railway have the satisfaction of informing the proprietors that they have now let the whole line of railway to active and responsible contractors, upon terms which they believe advantageous to the company, having exceeded the revised estimates of the engineers by the sum of £4000 only.
The directors, in the first instance, turned their attention to the line between Nottingham and Derby, as being the easiest and cheapest in point of execution, and as affording a profitable return for the capital expended at an earlier period than could have been effected upon any other part of the railway; they accordingly let this portion of the line in the spring of last year. These works are proceeding with great activity, nearly the whole of the land has been purchased, and about 1000 men are now constantly employed in completing their portion of the work by the 1st of November in the present year, and the directors entertain no doubt but that the line from Nottingham to Derby will be ready for the transit of passengers and goods in the spring of 1839.
The shareholders are, no doubt, aware that, owing to a restrictive clause in the act, the directors had no power to proceed in the execution of the line from Leicester to Rugby, prior to the 1st of August, 1837; but, as soon as this period had expired, the directors immediately proceeded to obtain necessary competition in the contracts, and the line, nearly twenty miles in extent, was let to Mr. McIntosh, in November last, for the sum of £258,629 10s. 6d., to be completed within two years and a half from that period. The whole of the land between Leicester and Rugby is agreed for, and Mr. McIntosh has commenced operations; thus affording a practical refutation of the reports so industriously spread by hostile and interested individuals that this portion of the line would require an expenditure equal in amount to the entire capital of the company, viz., £1,000,000, and that the execution of the work would extend over a period of seven years.
The central division, including the line from the Trent to Leicester, was let at the meeting of the board of directors, in December last, the successful contractors being Mr. Mackenzie, Messrs. Eckersley and Worswick, and Messrs. Hindmarsh and Meredith.
The total amount of contracts, from Nottingham to Derby, from the Trent to Leicester, and from Leicester to Rugby, extending over fifty-seven miles of railway, is £566,363 1s. 6d., the whole to be finished by the 1st of May, 1840.
The having come to the knowledge of the directors, that reports have been circulated to the effect that the gradients of the Midland Counties' Railway are of such a nature as to render the locomotive or working power more than ordinarily expensive, that a large proportion of the capital is still unsubscribed, and that many of those who hold shares are incapable of paying up their calls—they think it proper to state that the gradients are of a most favourable description, and superior to those of almost every other railway.—They are as under:—

Miles.	Furl.	Chains.	Gradient.	Feet.	Inches.	perfectly level.
12	4	41	"	0	0	a Mile.
2	2	64	"	4	0	"
1	0	0	"	5	0	"
5	4	3	"	10	0	"
10	7	5	"	10	6	"
2	2	0	"	12	0	"
1	0	8	"	12	8	"
11	6	0	"	13	2	"
6	1	0	"	16	0	"
Total	57	4	9			

The directors would further observe that these are not mere Parliamentary gradients, but are those upon which the cost of the works has been estimated, and upon which the contractors have been let. With respect to the capital, not only is the entire amount subscribed, and the registry of shares complete, but, after a careful and minute investigation of the proprietary, they have ascertained that, with very few exceptions, the shares are held by persons of undoubted responsibility. It is true that, in common with almost every other company, the arrears upon the calls, during the late severe depression in trade were considerable; but they have the satisfaction to state that nearly the whole of the parties in arrear have since paid up with interest.
The directors continue to feel unabated confidence in the ultimate success of this undertaking, believing that it will be alike beneficial to the shareholders and to the public; and, forming, as it does, a continuous line with the North Midland, York and North Midland, Great North of England, and Newcastle and Carlisle Railways, it will afford the best and cheapest communication between the northern districts of England and the Metropolis, the distance being nine miles less by the Midland Counties' Railway than by any other.
The directors, aware of the importance of causing the merits of this railway to be more fully understood by the proprietary, are desirous of placing in the hands of every shareholder a revenue which may fairly be expected upon the line when it shall be opened, together with the data upon which the calculation of profit is founded. For this purpose, they have caused to be appended to the report the revised tables of traffic prepared in the autumn of last year, by Captain Hulse, late of Nottingham, now the secretary of the Glasgow and Greenock Railway. It is worthy of remark, that these tables were prepared unknown to the directors, and without any view to publication; and, although Captain Hulse has no access to the traffic case of the company, as proved before Parliament, he has, nevertheless, obtained a result nearly approaching to the sum proved upon that occasion, the actual traffic proved by the Midland Counties' Railway, in Parliament calculated at railway prices, being £99,550, the actual traffic proved by Captain Hulse's tables, £104,297. Supposing, therefore, passengers and parcels to be doubled (and actual experience has proved that passengers upon railways already in operation have increased in a ratio of three, four, and in one instance seven to one) there will be a gross revenue of £181,423.
In conclusion, the directors would observe that the agreement with the North Midland Railway Company has been definitely settled, by which, amongst other things, it is stipulated that the traffic of that company from Derby southward, shall be transferred to the Midland Counties' Railway. The agreement now only awaits the ratification of the general meeting of the shareholders of this company, which has been summoned for the 23d of March next.
By order of the Directors,
Leicester, Feb. 1838. J. F. BELL, Secretary.
N.B.—Shareholders desirous of obtaining copies of the above report to which tables of traffic are attached, may have them on applying to Mr. S. Woods, 3, India-buildings, Liverpool; Mr. E. Ashworth, 57, Back King-street, Manchester; or to the secretary, at the Midland Railway Office, Leicester.
All applications must be post paid.

HOULSTON'S PATENT SAFETY RETARDER, for Carriages of all descriptions.—In offering this Retarder to the public, the inventor begs to observe, that he seeks no undeserved patronage for the invention, but leaves it to its own intrinsic merits. By means of this contrivance, the rotatory motion of the wheels may be either wholly or partially stopped, or set entirely free, at the option of the driver or guard, without leaving his seat or checking the speed of the horses; and in case of the horses running away, the most timid driver might make use of the Retarder, and thereby greatly impede their progress, without giving any shock to the carriage.

It is applicable to either two or four-wheeled carriages, and when applied in case of the horses backing, the wheels may be dead locked, and a retrograde movement prevented, the wheels being, at the same time, at liberty for a forward motion.

It can also be applied with great advantage to RAILWAY CARRIAGES, as possessing four times more power than the means now in use, and is entirely free from noise; it can be put in operation upon all carriages in less than half a second of time; it does not strain the carriage wheels or lynch-pin, and may be attached to any vehicle now in use.

The expense is moderate, the weight is not great, and the machinery neither complex nor liable to damage by rough usage; the whole is inclosed in a light box, which entirely prevents the admission of dust or dirt of any kind to the working parts.

For price and other particulars, address, post-paid, Mr. E. J. Mitchell, (the patentee's agent), Darley-street, Bradford, Yorkshire.

March 8.

THE PATENT SAFETY FUZE, for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this very hazardous operation. From many testimonies to its usefulness with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F.R.S., &c. &c. "I am very glad to hear that my recommendations have been of any service to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Cambridge Cornwall.

CLARIDGE'S PATENT ASPHALTIC COMPANY.

Capital £200,000, in 10,000 shares of £20 each.

PATONS.

His Grace the Duke of BEDFORD.

The Most Noble the Marquis of ABERCORN.

The Most Noble the Marquis of DOUGLAS.

The Right Hon. the Earl of ELGIN.

The Right Hon. the Earl of LINCOLN, M.P.

Sir JOHN HAY, Bart.

TRUSTEES.

Edward Blount, Esq., John Wright, Esq., Mark J. Brunel, Esq.

DIRECTORS.

John Wright, Esq., George B. Lennard, Esq., Samuel R. Phipson, Esq.

Edward Blount, Esq., Henry W. Wood, Esq., Felix Spiers, Esq.

John Shewell, Esq., Charles Bourjot, Esq., Thomas May, Esq.

(With power to add to their number).

BANKERS—London: Messrs. Wright & Co.; Paris: Messrs. Lafitte, Blount, & Co.

SECRETAIRES—Messrs. Fitzroy Kelly, Esq., Q.C., M.P.

SOLICITORS—Messrs. Hodgson and Burton, Salisbury-street, Strand.

CONSULTING ENGINEER—J. K. Brunel, Esq.

ENGINEER AND MANAGER—F. W. Simms, Esq., Civil Engineer.

SECRETAIRE—F. W. Simms, Esq.

This Company is established to introduce into the United Kingdom a Bituminous Mastic or Cement, known as the Asphalt of Seyssel, and which has been used in France and Belgium with the most signal success, and the exclusive use of which in this country is secured by Contract to the Company.

The material is used for footpaths, roads, and highways, for covering roofs of all kinds of buildings, for flooring of stables, halls, kitchens, forecourts, wharfs, &c., and is applicable to hydraulic and other purposes, both ornamental and useful, too numerous to be here defined. It is alike unaffected by heat or cold, and is impervious to rain or damp.

In France the shares of the French Asphalt Company bear a very considerable premium, and the Company has declared a dividend of 30 per cent. A Company has been formed in Belgium, where the facilities for the introduction and use of the material are much inferior to those of this country, the shares of which are at a considerable premium.

Prospectuses will be issued in a few days.

De. osit £2 per share.

Applications for shares to be addressed to the solicitors of the Company, at their offices as above; or to F. W. Simms, Esq., Honorary Secretary, at the temporary offices of the Company, 8, Regent-street, Waterloo-place.

PROCEEDINGS OF PARLIAMENT RELATIVE TO JOINT STOCK COMPANIES.

FRIDAY.

Manchester, Bolton, and Bury Canal, &c., Bill—Petition of William Higgins, against; referred to committee on the bill; counsel ordered.

Neapolis Cemetery—Three petitions against; referred to committee on the bill; counsel ordered.

Ardrassan Railway—Petition for Bill reported; report referred to select committee on standing orders.

Standing Orders Committee—The following resolutions were reported and agreed to:

1. "That, in the case of the London Grand Junction Railway petition, the parties be permitted to proceed with their bill."

2. "That, in the case of the Newtyle and Coupar Angus Railway petition, the parties be permitted to proceed with their bill, so far as regards the power to raise a further sum of money; and that the committee on the bill do examine, in the first place, how far such order has been complied with, and do report the same to the house on the report of the bill."

Newcastle-upon-Tyne and North Shields Railway—Three petitions complaining of non-compliance with the standing orders; referred to select committee on petitions for private bills.

London and Greenwich Railway Bill—Report [presented 8th March ordered to be printed.]

MONDAY.

Fishguard Harbour Bill—Petitions against; from directors appointed under the Fishguard Harbour Act; and proprietors of shares under the Fishguard Harbour Act; ordered to lie on the table.

Tao Vale Railway and Dock—Bill "for making a railway from Penhill, in the parish of Fremington, in the county of Devon, to the town of Barnstaple, and for constructing a Dock in the said parish of Fremington, to be called the Tao Vale Railway and Dock," presented; read a first time; ordered to be read second time.

Garnkirk and Glasgow Railway—Petition for Bill reported; report referred to select committee on standing orders.

St. Helen's and Runcorn Gap Railway—Petition for Bill reported; Bill ordered to be brought in.

Fishguard Harbour Bill—Bill read second time, and committed.

TUESDAY.

New Brunswick and Nova Scotia Lnd Company—Petition for Bill reported, and bill ordered to be brought in by Sir Matthew Wood and Mr. Easthope.

Edinburgh and Glasgow Railway Bill—Eleven petitions in favour; ordered to lie on the table. Bill read second time, and committed to Lord William Bentinck and the West Scotland list.

Fishguard Harbour Bill—Committee nominated, of Mr. Poulett Thomson and the Wales list.

WEDNESDAY.

Montgomeryshire (Western Branch) Canal Bill—Second reading put off for six months.

Oxford and Great Western Union Railway Bill—Read a second time, and committed.

Newtyle and Coupar Angus Railway—Report [9th March] from select committee on standing orders read; bill ordered to be brought in.

London and Croydon Railway (No. 1) Bill—Four petitions against; referred to committee on the bill; counsel ordered.

Bolton and Preston Railway—Bill "for enabling the Bolton and Preston Railway Company to extend and alter the line of such railway, and to make collateral branches thereto, and for amending and enlarging the powers and provisions of the Act relating thereto," presented; read a first time; ordered to be read a second time.

Cheltenham and Great Western Union Railway Bill—Reported; report ordered to lie on the table, and to be printed.

THURSDAY.

Birmingham Equitable Gas Bill—To be read second time to-morrow.

British Manufacturers Protection Bill—Second reading on Wednesday, the 4th April.

Neapolis Cemetery Bill—Petition of the churchwardens and vestrymen of St. Pancras against; referred to committee on the bill; counsel ordered.

PARLIAMENTARY SUMMARY.

HOUSE OF LORDS.

MONDAY.

The business transacted was confined to the presentation of petitions, one of which, presented by the Bishop of Exeter, from the guardians of Dudley, praying the House to protect them against the extraordinary powers vested in the Poor Law Commissioners, gave rise to a long and interesting discussion.

TUESDAY.

Earl STANHOPE deferred from Thursday till Tuesday next, at Lord Brougham's request, his motion regarding the Poor Law Amendment Act.

Lord GLENELG moved the second reading of the Slavery Abolition Act Amendment Bill, entering into detail of the objects of the measure, and the defects it was intended to remedy. Lord BROUGHAM complained of portions of the bill, but offered no general opposition to it, as they might be remedied in committee. The bill was eventually read the second time, and ordered to be committed.

WEDNESDAY.

The House did not meet to-day.

THURSDAY.

The Sodor and Man Bishopric Bill went through committee, and was ordered to be reported to-morrow; and the Residence of Clergy Bill was read a second time, and ordered to be committed on Monday.

FRIDAY.

The report of the Sodor and Man Bishopric Bill was brought up and agreed to; after which their lordships adjourned.

HOUSE OF COMMONS.

MONDAY.

The second reading of the Fishguard Harbour Bill was resisted, but carried on a division by 181 to 20.—Lord J. RUSSELL stated, in answer to a question from Lord Ashley, that it was the intention of Government to bring in a bill for the amendment of the Factories Regulation Act after the holidays.—Mr. RICE gave notice that he should postpone his motion for the re-appointment of the committee on Joint-Stock Banks till this day week. In answer to a question, the right hon. gentleman said, that on most of the subjects connected with the investigation the inquiry was complete, and that the two points on which evidence would be taken by the committee related to the country circulation of the Bank of England, and to the Bank of Ireland, and banking in Ireland. On every other subject the Government considered the inquiry to be complete.

TUESDAY.

Mr. CRAWFORD presented a numerous signed petition from the inhabitants, merchants, ship owners, &c., of London, complaining of the coal monopoly, of the interruption of the Thames navigation by the detention of the colliers, &c.—Mr. GILLON deferred his motion regarding the reduction of the soap duty until the 27th inst.—Sir DE LACY EVANS brought forward his motion regarding those Spanish affairs in which he had been personally concerned. The object he had in view, in moving for papers, was to show that the representations respecting the forces that had been under his command, in Spain had been very incorrect, or much exaggerated. To show such fact, he concluded with moving for papers. Sir H. HARDINGE, at considerable length, examined the conduct of General Evans in Spain, and especially in allowing the flogging of troops at the caprice of the officers. He declared the General's conduct to have been herein contrary to the English articles of war, and expressed the hope that he should never again hear of such conduct. The motion was agreed to, and the papers ordered.—The ATTORNEY-GENERAL for Ireland obtained leave to bring in a bill to amend the laws relating to the registration of voters in Ireland.

WEDNESDAY.

The Montgomeryshire Western Branch Canal Bill was thrown out on the second reading, after a short discussion.—Mr. V. SMITH moved the second reading of the Municipal Boundaries Bill. Mr. WILBERFORCE moved that the bill be read a second time that day six months. The bill was, after some discussion, withdrawn.

THURSDAY.

In answer to a question from Sir F. Burdett, Mr. FAZAKERLEY said, that the Poor Law Committee would make their report as soon as they had heard sufficient evidence to enable them to come to some determination.—The remainder of the evening was occupied with Mr. VILLIERS's motion for the repeal of the Corn Laws, which, after a protracted discussion, was negatived by a majority of 205—the numbers being 300 to 95.

FRIDAY.

Lord PALMERSTON, in reply to Lord Eliot's inquiry, admitted there had been an interruption of our friendly relations with the Government of Persia, in consequence of outrageous conduct towards our diplomatic authority in that country, but that he hoped, on reflection, that the Shah of Persia would afford adequate redress for such a tyrannous proceeding. His lordship also said, that he had been in communication with Austria regarding the occupation of Cracow, and that the answer was, that it was only temporary.—The House then resolved into committee on the Poor Relief (Ireland) Bill.

PROCEEDINGS OF PUBLIC COMPANIES.

BRISTOL AND EXETER RAILWAY.

On Monday week a special general meeting of this company was held at the Merchants' Hall, Bristol, for the purpose of agreeing to the draft of a bill to be brought into Parliament for making a deviation, and several branches in this line of railway.

P. RICKETTS, Esq., in the chair.

The CHAIRMAN having briefly stated to the meeting the object of their assembling, called upon Mr. Ward to submit the draft of the proposed bill. Its object is to enable the company to make branch railways to Nailsea, Weston-super-Mare, Bleadon, and Burnham; also extending the time for the purchase of lands, and giving the company the power of purchasing more than half an acre of land cut off by the railway, the restriction to that quantity having been found exceedingly inconvenient; and otherwise to amend, alter, and enlarge the powers of the original Act. Such was the outline of the proposed bill, and it was for the shareholders to say if they approved of it.

Mr. POWELL wished to move a resolution to the effect, that crown, flint, and bottle glass, be included with the various other articles already named, and that the toll be fixed at 2d. per ton.

Mr. WARD observed, that the clause was the same as in all other railway acts; it gave to the directors the power of putting the least possible tonnage on all articles of merchandise.

After some further conversation, Mr. Powell consented to withdraw his resolution; and, after a few words from Mr. Dibdall, the draft of the bill was unanimously agreed to, and the chairman was directed to sign it on behalf of the meeting. Thus terminated the business of the special meeting.

The business of the half-yearly general meeting of the company having also been fixed to take place the same day, the chairman (P. Ricketts, Esq.) commenced the proceedings by requesting the secretary (Mr. J. B. Badham) to read the notice calling the meeting.

The CHAIRMAN again rose, and said he had often had the pleasure of meeting them before, but never under more cheering circumstances. The directors had met with the support of the proprietors during times of much depression, and it was through that support alone that they had been enabled to discharge their task, and overcome the difficulties which had surrounded them. From the most correct sources he was enabled to inform them, that the Bristol and Exeter Railway was daily becoming more and more appreciated in London, Liverpool, and Manchester, as well as in their own neighbourhood. It was a railway which was of the utmost importance to the citizens of Bristol, and to the whole west of England, and he claimed for it, therefore, their support as strongly conducive, not only to their own individual interests, but to the interests of the city, and that of the district at large. He would conclude by calling on the secretary to read the report.

Mr. BADHAM then read the report, from which we extract the following:—

"The directors adhering to the determination expressed in a former report, to complete the line through the Backwell and Nailsea Collieries, and by the watering-places of Clevedon and Weston-super-Mare, to Uphill, and thence to Bridgwater, in the first instance; so as to ensure a profitable return on the expected outlay of 35l. per share; the estimates of which they see no reason to question. The works will accordingly be commenced in a few weeks to the neighbourhood of Uphill, in contract No. 4, A., and the only two remaining contracts, extending from Lymington to Bridgwater, will be advertised in the following month. The directors, therefore, confidently rely on the prompt support of the shareholders, to enable them to ensure, if possible, the opening of the line to Bridgwater before the end of the ensuing year, when about two-thirds of the Great Western Railway will also be completed—thereby effecting such superior facilities of communication between the west of England and London and the north, as must at once demonstrate the indispensable necessity and national importance of both these great works. It will be satisfactory to the proprietors to know that the directors of each co-operate with the most perfect cordiality; that the chairman of this company has been appointed to the first vacant seat in the direction of the Great Western, and that important good offices have been tendered and accepted with such willingness and promptitude as could only result from a well-grounded conviction that the interests of both are indivisible. On repeating, however, the announcement of their design to make the completion of the line to Bridgwater their first object, the directors desire to accompany it by a renewed expression of their determination speedily to carry it forward to Taunton, and thence to Exeter, as originally contemplated, with the greatest practicable expedition.

"The communications with the Government respecting the establishment of a steam-packet station on the coast of Somersetshire and on the line of the railway, leave no doubt on the minds of the directors of the ultimate accomplishment of this great object, the advantages of which to the public and the company are incalculable.

"The directors are fully persuaded that experience has already justified their entire confidence in the superior ability and judgment of their principal engineer, the leading peculiarities of whose plans for the formation of railways, as developed on the Great Western line, are now attracting an increased share of public attention; and, in the course of the next year, will have been

so far carried into extensive operation as to give to the Bristol and Exeter Company all the important benefits of his matured experience.

"The account of receipts and expenditure to the present time shows a disposable balance of 61,635l. 13s. 6d., an amount exceeding two-thirds of the last instalment, after covering every ascertained liability to the end of the preceding quarter, and 53,661l. 15s. 6d., after deducting all disbursements to the present time.

RECEIPTS.

By first, second, and third calls, interest, registration, transfers, &c. £141,388 19 0

EXPENDITURE.

Parliamentary expenses, engineering, travelling, machinery, salary, printing, &c. 79,669 12 3

Balance in hand of bankers and secretary 61,719 6 9

£141,388 19 0

"Since the period to which the above account applies, the directors have made various additional payments for purchase of land, compensation for damages, wages on the line, and advances to the contractors, amounting to 7770l. 0s. 4d., by which means the said balance of 61,635l. 13s. 6d., stated to be then in the bankers' hands, is reduced to the sum of 53,661l. 15s. 6d."

ROBERT BRIGHT, Esq., observed, it had been said that the directors of the Great Western Railway felt no interest in the Bristol and Exeter Railway; now he was much gratified to find from the report, the manner in which that subject had been met; if the report had not alluded to it, he should have appealed to the chairman to bear out his statement, that nothing could exceed the anxiety manifested on every occasion by the directors of the Great Western Railway to promote the success of this undertaking. On the subject of the diffusion of shares, he was also glad to hear from the report, that such a distribution had taken place as to give new stability to the undertaking. In point of management of railways they had nothing to learn from the north; indeed, thankful though they must be to the enterprising spirit of their northern fellow-subjects, and for their original grand designs as shown in the Birmingham and Grand Junction Railways; the time, he thought, would soon arrive when the north must come to them to learn. But there was one thing in which the propriety of the south might take a lesson from the propriety of the north; the former looked too much to mere present profit, limited themselves too much to speculation, while the latter looked to the permanent and future. They rendered what was bad, good, by paying up every thing, whilst we make what is good, bad, by too often buying only to sell again. Mr. B. concluded by moving that the report be adopted.

Captain WALCOTT, R.N., seconded the motion.

The CHAIRMAN, before putting the resolution, bore testimony to the great interest taken by the directors of the Great Western Railway in all that concerned the prosperity of the Bristol and Exeter line.

C. B. FRIPP, Esq., then rose to move that the corporate seal of the company be affixed to the deed of registration. As it was merely a formal resolution, it called for no remark from him, further than one of congratulation that the shares were distributed so widely, and held by parties whose respectability must ensure the success of the concern.

MICHAEL CASTLE, Esq., seconded the motion, which was carried unanimously.

W. JOHNSON, Esq., then moved the thanks of the meeting to the directors, which was seconded by G. Jones, Esq., and carried unanimously.

S. DIBDALL, Esq., proposed the next resolution. He could not help congratulating the meeting on the improved prospects of the company, the merit of which was, in a great measure, due to the gentlemen named in his resolution, in conjunction with the other directors. Mr. D. concluded by moving the re-election of the chairman and the three other retiring directors.

G. W. HALL, Esq., seconded the resolution, which was put and carried unanimously.

The CHAIRMAN, on behalf of the re-elected directors and himself, returned his sincere thanks, and stated they would use their utmost endeavours to further the interests of the undertaking.

RICHARD BALL, Esq., moved the thanks of the meeting to the Society of Merchants for granting them the use of their hall.

The Rev. J. TAYLOR seconded the resolution, which was carried unanimously.

Thanks were then voted to the chairman, and the meeting broke up.

THE WORKS.

In pursuance of arrangements previously made, a large party of the directors, proprietors, and other gentlemen interested in the success of the undertaking, now proceeded in several carriages to Flax Bourton, for the purpose of viewing the progress made in the works on that part of the line. The party arrived at Bourton about four o'clock, and lost no time in ascertaining for themselves the actual progress made. A feeling of surprise and gratification seemed to pervade all, the majority having previously entertained no idea of the extent to which the works had been carried. More than four miles of the road have been completed with the exception of the ballasting and laying down the permanent rails. Temporary sleepers and rails have been laid down, on which a powerful locomotive engine travels for the purpose of facilitating the transit of the materials, &c., used in the works. On the present occasion, several of the carriages, fitted up as conveniently as time and circumstances would allow, were put in requisition for the party, who, to their great gratification, were conveyed along the line at a speed, averaging from twelve to fourteen miles in the hour. The bridges, cuttings, and embankments are all executed in the best manner, and reflect great credit on Mr. Brunel, Mr. Gravatt, and the contractor, Mr. Hemmings.

DUBLIN AND DROGHEDA RAILWAY COMPANY.

A meeting of the shareholders of the above company was held on Tuesday last, at the Northumberland-buildings. The attendance was very numerous, and great satisfaction was expressed at the manner in which the undertaking was carried on.

THOMAS BRODIGAN, Esq., in the chair.

The CHAIRMAN said, that the meeting was aware, from the notice which had been read, that they had met for the purpose of electing six directors in place of the six who would retire according to the Act of Parliament, and also for the purpose of receiving the report—that report would be read, and he trusted that it would prove satisfactory to the meeting. He was not disposed to address them at any length—the period for talking had passed—the period for action was come. The chairman then referred to a report published by Mr. Foss, addressed to the Manchester proprietors, and which was a fair and candid exposition of the state and prospects of the company. When he had last the pleasure of meeting the shareholders, they were in the depths of the reaction produced by the wild speculations of 1836, and all the pecuniary resources of the country were locked up. He was happy to congratulate the meeting on the favourable state of their prospects. The Drogheda Railroad was perhaps the best line in Ireland, embracing as it did, the great northern traffic and the intercourse with Scotland. The evidence submitted to Parliament justified the expenditure of 600,000l., and he was happy to tell them that since the last meeting, the expenditure had been reduced 150,000l., so that the undertaking could be done for 450,000l., whereby there would be a saving to the company of one-fourth of their shares. If the present traffic justified the expenditure of 600,000l., what would be the case when the railroad system was fully developed—when every portion of the country was intersected, and when the whole mass of the population was desirous of travel, arising from these accelerated and rapid means of communication. It was then only, that the produce of such undertakings as the present would yield their greatest maximum of gain. It was morally certain that the undertaking would succeed, and it only remained for the shareholders to give their aid; for his part, he was a proprietor to the extent of fifty shares. He intended to adhere to the undertaking to the last, because he was sure that it would prove as beneficial to the country, as it would be remunerative to the proprietors.

Mr. BOLTON then read the following

HALF-YEARLY REPORT.

The directors having, by their amended act, acquired the necessary power to construct the Dublin and Malahide, or most important division of the line, the engineer has been occupied since July last in setting out the line, and in making the working, sections, drawings, specifications, estimates, &c., which will be finished by the 30th of this month, when the directors will be ready to advertise for contracts for the construction of lot No. 2, commencing at the North Bank of the Royal Canal, and terminating at Raheny Brook; and also for lot No. 3, commencing at Raheny Brook and terminating at Portlarnock.

The directors are not immediately anxious about lot No. 1, commencing at the north-west corner of the inner Custom-house dock and terminating at

the Royal Canal, as it can be constructed with advantage at all seasons of the year and at a very short time when required.

An estimate of the value of the land from Dublin to Malahide has been made by the company's surveyor, and the directors are now prepared to hold the inquiries thereon and take conveyances thereof. They have determined that all contracts shall be made through the medium of sealed tenders to be opened at the time and place stated in the several advertisements, and in the presence of the tenderers for contracts; and also, that the line shall be divided into the greatest possible number of lots, in order to invite competition and consequent economy and dispatch.

The attention of the board has been for a considerable time directed to the savings that can be effected in the construction of the line consistent with due economy in the subsequent expenses of working it, and they have the satisfaction to announce that savings to the extent of 139,000*l.* at least may be effected, as appears by the annexed estimate of Mr. George Woodhouse, the company's engineer, besides the foregoing reduction of expenditure. The board are determined to postpone the construction of any work which can possibly be avoided until the undertaking is paying a reasonable dividend.

On a further examination into other heads of expenditure on the general estimates, by professional men of the first character, all doubt has been removed as to the practicability of completing the undertaking considerably under 500,000*l.*; the outlay being thus reduced, while the returns originally ascertained remain the same, there arises a prospective increase of one-fourth to the profits, with every prospect of augmentation in the increasing resources of the country.

From the result of inquiries which the directors have caused to be made into the system adopted by the Scotch railways, it is the intention of the board to use animal power exclusively, until the line is finished half-way to Drogheda—and even when finished to Drogheda, it is intended that all the goods should be carried by horse-power; and in the intermediate hours when no steam train shall start for Drogheda, that a horse train shall run from Dublin to Malahide, and another from Malahide to Dublin, as this division of the line must be supplied with extra means for its own peculiar traffic, which will not be required on the rest of the line.

A meeting of the Manchester shareholders was held on the 1st of December last, at which your secretary attended with maps, sections, &c., and the reduced estimates, with the reports of the engineers to whom they were submitted; he also exhibited an analysis of the then state of the shareholders in reference to payments. At that time there were defaulters of the first call to the amount of 1032 shares.

The unanimously expressed feeling of that meeting was, that those defaulters should be compelled to pay, and that then, and not before, the Manchester proprietors would cheerfully pay up the second call, which has been done to a considerable extent.

The time for the purchase of land being limited, and the preparations for commencing the work being nearly completed, the directors feel that a further forbearance on their part would be blameable, and that to delay the undertaking in the improved state of the money market, would be an abandonment of their trust. They, therefore, determined to enforce the payment of the outstanding calls, and accordingly directed proceedings at law to be taken against a few shareholders, which has been attended with the best effects. It was equally, if not more, imperatively the duty of the directors to take those steps, in justice to those individuals who had already paid their calls, and embarked in the undertaking, with the intention of prosecuting it.

The share list displaying so much wealth, was occupied by the names of others, equally solvent, and it was on the faith of their co-operation and legal obligation of support they paid their money.

In order, therefore, to place all the shareholders on an equal footing as possible, the board are enforcing the first and second calls, and have annulled the third and fourth calls, which would have been due and payable on the 1st of May next, and in lieu thereof, will make a call of 2*l.* 10*s.* per share, when the progress of the works renders such further advance necessary.

The directors are determined to persevere in the most rigid system of economy. The fixed annual expense of the company amounts only to the small sum of 280*l.* per annum, although its business is as far advanced as possible, and the works on the eve of commencing, and are thus rapidly retrieving the loss sustained by the unfortunate opposition they had to contend with in the progress of their bill through Parliament; but this opposition has been attended with some advantage, inasmuch as it has given confidence to many of the shareholders in the soundness of the undertaking, as had there been any defect in it, it would have been brought forward by the fierce and virulent opposition the company had to contend with.

With respect to the unavoidable delay that has occurred in the commencement of the work they beg to quote the words of a Manchester shareholder—"the delay which has taken place is expected to be ultimately very advantageous, having put the directors in possession of a mass of valuable information derived from the costly experience of other companies, which will cause a great saving in the construction of the line, engines, and carriages, as well as considerable improvement from the deliberate manner in which the engineer has been allowed to proceed."

Nothing has occurred since the formation of the company to discourage their original hope of remuneration from the undertaking; but on the contrary, many circumstances, in fact all that bear on it, tend to raise and more strongly encourage these hopes.

A GENTLEMAN from Yorkshire (the chairman of an English railway), was greatly gratified by the explanations which he had heard since his arrival in Dublin, where he had come for the express purpose of analysing this railroad. He was at Manchester yesterday morning, and the shares were rising in value. Within the last two years he had visited every railway in England, and had made himself acquainted with the capabilities of the different lines. Their line was a most excellent one, although he would admit there was a heavy work upon it. He had no personal knowledge of Mr. Cubitt, but he felt confidence in the correctness of his statements. The worst gradients on their line were only one in 330, while on the Manchester line they were one in ninety-eight. The gradients of the Liverpool and Manchester line were exceedingly bad, and gradients were but little understood in the country. A correspondent in France, had put a number of queries to him, and by way of describing the difficulty caused by these gradients of the Manchester Railway, he had told him that if an engine of high power, laden with forty or fifty tons of goods, comes to the inclination at Manchester, at the rate of twenty miles an hour, when it gets upon the inclination, the speed will come down to six or seven miles an hour. The Manchester gradient was one in ninety-eight, theirs was only one in 330, and he would leave them to judge of the difference that would be found in favour of the Dublin and Drogheda Railway. Not content with knowing locomotive lines, he went to Edinburgh to examine a line between Edinburgh and Dalkeith, which was made for the conveyance of coal; but the people were determined to ride upon the line, and frequent requests were made that they might be allowed to go in the coal waggons. He had the pleasure of telling the meeting that, whereas before the railway was established, little more than fifty persons a day passed between Edinburgh and Dalkeith, at an expense of 1*s.* 6*d.* to 2*s.* each, now 800 persons passed each day on it. There was a still greater increase of passengers on the Manchester Railroad, although that line was very expensive in consequence of its gradients and curves—the curves were even worse than the gradients, and on the Grand Junction line, the latter were so excessive, that an application would be made to Parliament to enable the company to avoid those curves, as it would be impossible to make engines strong enough to go round them without destroying the axles. He was lately on a short line from London to Greenwich (he thought) of three and a quarter miles, it was an exceedingly bad railway, and cost 700,000*l.*; if that sum were paid for a bad railway of three and a quarter miles, what need they fear to pay 400,000*l.* for thirty miles of a good road? he congratulated them on the economy of the company—he congratulated them on the board taking the right course in using both steam and horse power. He begged leave to ask a question, whether or not in laying down the railroad to be worked by horse power, it would be strong enough for engines? which question was answered in the affirmative, and the gentleman concluded by expressing his hope, that some of the large proprietors would move the adoption of the report.

The adoption of the report was then moved by Mr. Hill, seconded by Mr. Johnston, and carried unanimously.

The CHAIRMAN then put it to the meeting, that Robert O'Brien, Esq., the Rev. William Betty, and B. Johnston, Esq. should be appointed scrutators. The ballot for the new directors then commenced, and continued open until five o'clock in the evening.

TO THE MANCHESTER SHAREHOLDERS.

At a meeting of the shareholders in this undertaking, resident in Manchester, held on the 14th ult., it was deemed highly desirable at this particular juncture of the affairs of the company, to send a gentleman over to Ireland to investigate on the spot various particulars respecting the Irish proprietors, and the present actual position and prospects of the undertaking. With this view, Mr. Foss, the secretary of the South Union Railway, was deputed to proceed to Ireland. From his knowledge of railway proceedings, and his intimate acquaintance with many parties in Ireland, he was considered a very eligible person to undertake the mission. On his return a meeting of the shareholders was called, on Thursday last, to receive his report (Richard Collins, Esq., in the chair); and so satis-

factory and important was it considered by the meeting that it was resolved to make it publicly known, for the information of the general body of English shareholders, and which we shall, for the same reason, give entire in our next Number.

BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY COMPANY.

The fourth general half-yearly meeting of the proprietors was held at the offices of the company, 1, Robert-street, Adelphi, on Monday, the 12th inst.

HENRY LUARD, Esq., in the chair.

The advertisement calling the meeting having been read,

The CHAIRMAN said, he should be very brief in any preliminary observations he might have occasion to make. At the last meeting they parted with the best feelings towards each other, and trusted now that they met under their own roof, the same harmony, consideration, and goodwill that characterized their last meeting would be equally conspicuous in the proceedings to-day. For their parts, they might fearlessly say, that they knew of nothing to justify dependency, or that might tend to weaken their confidence in the ultimate success of the undertaking. As the usual report was to be read, he would not trespass on their time by anticipating its contents, further than to assure them that they were quite ready to supply any additional information that they might require, and that it might be in their power to give them.

The report was then read by the secretary (the insertion of which we are compelled to defer until our next).

The statement of accounts up to the 31st of December last, shows the receipts as 24,254*l.* 19*s.*; the disbursements 22,575*l.* 7*s.* 11*d.*—leaving a balance in the hands of the company of 1679*l.* 11*s.* 1*d.*

Mr. MACKENZIE moved that the report be received and adopted, and that it be printed, and a copy of it sent to every proprietor. Mr. WARREN seconded the motion.

Mr. GODRICH asked what sum had been expended in endeavouring to obtain an extension of the line to Knightsbridge?—The CHAIRMAN, in reply, said 800*l.* altogether.

The CHAIRMAN, in answer to Mr. Godrich, explained that the item "engineering and surveying," included 150 guineas paid to Mr. Cubitt and Messrs. G. and R. Stephenson, and that the engineer and surveyor to the company had reimbursed the company 400*l.* for calls on their shares.

Mr. GODRICH said he had no personal object in making the inquiry, but looking at the shortness of the line, he thought a standing engineer, at a salary of 500*l.* a year, and a surveyor at 400*l.* a year, were unnecessary. He had understood that a much larger sum had been expended for the extension to Knightsbridge; but whatever the sum was, he considered it was expended illegally—the company had no powers beyond carrying the present Act into effect.

The CHAIRMAN stated that the money which had been expended for the extension, was in conformity with resolutions passed at two general meetings of the proprietors, at one of which the bill had been read.

Mr. COOKE said he would not take advantage of his own absence from a particular meeting to object to any resolution passed for the general benefit—but he did not think that this was so. He complained that the Great Western Railway had been permitted to cross this line, and if there was no power in the Act to prevent them from crossing, it was a most absurd Act.

The SOLICITOR (Mr. Duncan) said he had no hesitation in stating that funds raised for a particular purpose, were applicable to that purpose alone; the directors, however, in what they had done, were only obeying the shareholders instructions; if the point were insisted upon, the expenses objected to must fall upon the directors and such of the shareholders as were most active in promoting the extension—the directors did not contend otherwise.

The CHAIRMAN hoped that point was now settled—at least it should be settled, and amicably, for the directors would pay the money out of their own pockets rather than rest under an imputation of this nature; he begged to explain to the gentleman who had made allusion to the Great Western not being permitted to cross our line, that the directors had never held out such a prospect; he knew that a report had been industriously circulated, that this railway had been undertaken expressly to throw obstacles in the way of the Great Western Company, and with a view to extort arrangements favourable to ourselves—this report was absolutely false, and was stamped with absurdity throughout, if such had been our object it might have been easily accomplished. An agreement was entered into with the Great Western Company to facilitate the interchange of traffic, according to which they were to have a conditional right of crossing our line; he regretted that the engineer of the Great Western Company, should at a late meeting of that company, have declared, that the agreement between the two companies was entered into by them, because they did not believe this line would ever be executed—such a declaration tended, he thought, not a little to compromise the integrity of that board. He (the chairman) had no private feelings to gratify, he was an admirer of the Great Western Line, and of the triumphant manner in which Mr. Brunel had carried out his theory of railway making; let it not be supposed the Great Western are indifferent to this undertaking, it is true they may wish us to abandon it, in order that they may themselves grasp the neglected treasure. A statement had been prepared by the secretary showing the cost of the different modes of conveying goods from Camden Town to the wharfs and warehouses upon the river, and to the various other points of delivery. Carting them direct will cost 6*s.* a ton, and will occupy five hours; conveying them in barges to the City Basin, and carting them thence will cost 7*s.* 9*d.* a ton, and will occupy eight hours; and conveying them in barges, by the whole round of the Regent's Canal to Limehouse, and so into the river, will cost 5*s.* 9*d.* a ton, and will occupy fourteen and a half hours; while, by means of this line, the same goods may be delivered at a cost of 2*s.* 9*d.* a ton, in six and a half hours!! these calculations were all averaged and all included, an allowance for loading, &c., and for delay on account of tide. He was sorry to have to refer to some letters which have appeared in the newspapers upon the subject of this railway; the writer of one of them, who signed himself "A Shareholder," stated that only 100 yards of embankment had been formed—whereas the embankment was nearly 1000 yards in length, and he had omitted all mention of the cuttings and bridges, and of the channel made for the diversion of the Paddington Canal; he hoped this "shareholder" was in the room, and would avow himself; he was, perhaps, a defaulter, without the means or honesty to pay up his calls, and therefore wished the company broken up; he would contrast the conduct of this shareholder with that of a gentleman who was a very large shareholder, and who, upon returning to this country from Belgium, where he had for some time been residing, spent two days at the office in investigating the affairs of the company, and was so well satisfied with the result, that he immediately paid up the calls upon the whole of his shares and had since become a director.

Mr. JOHNSTONE thought the charge against the directors was not that they had thwarted the Great Western, but that they had allowed the Great Western to thwart them; he thought one, or both of the great lines, should be induced to come forward and take this line—rent it, for instance.

Mr. COOKE said, he was neither a proprietor of the Great Western, nor the writer of the anonymous letter which had been alluded to. He still thought the Great Western Railway ought not to have been permitted to cross this line.

The SOLICITOR hoped it would be recollected, that at the time this line was formed, the Birmingham and Great Western lines were intended to unite, and that upon the Great Western determining to leave a distinct terminus, they laid out a line to cross ours, and it was not to be wondered at, that so large a company, with shareholders in both houses of Parliament, should have a power we could not resist; a stand was, however, made, which ended in an agreement, giving to this company a portion of their traffic, and compelling the Great Western to pay the expense of laying down rails to accommodate their traffic. By this agreement, the Great Western were to cross this line at a certain level, and the directors, fearing that they were about to depart from that level, threatened to file a bill in Chancery to prevent them from so doing, but an assurance from the solicitors of that company, that they would abide by the agreement, rendered that step unnecessary. Litigation was thus avoided, and the Great Western have not proceeded, and dare not proceed in violation of that agreement.

Mr. GODRICH still maintained that the directors ought to have opposed the Great Western in Parliament, to prevent their crossing this line in any way.

Mr. COOKE entertained the same opinion; if they had been opposed at all, they would have been foiled altogether.

In answer to a question from Mr. Garland, the SECRETARY stated 2329*l.* 6*s.* 10*d.* had been paid to the Kensington Canal Company.

Mr. RIGBY.—I cannot say that I ever attended a meeting of any public body before, where I saw more readiness exhibited on the part of the executive to yield any and every information, than I have heard this day. A more lucid exposition of the affairs of the company than that given by our chairman, never could be made, and I had hoped the explanation given by the solicitor, would have satisfied every gentleman, but those explanations have not been met in the spirit in which they were given. The directors were perfectly correct in the course they had pursued, and he thought common prudence would have prevented gentlemen from stigmatising the concern as they had done—it was a sort of *felo de se*.

Sir J. SCOTT LILLIE made a few observations in favour of the provisional committee, with reference to their purchase of the Kensington Canal.

Mr. TUDOR said the undertaking was well thought of in Manchester, and so far from the shares being a dead letter, he knew of one shareholder there who had recently bought 100 additional shares in it. He had himself bought both Grand Junction and Birmingham Railway shares at 2*l.* 10*s.* discount. He trusted the directors would urge the completion of the works as rapidly as possible. The motion was then put by the chairman, and carried unanimously.

A motion was then made, "That the three directors retiring from office be re-elected."

Sir JOHN SCOTT LILLIE moved, as an amendment, "That Mr. Godrich be elected to fill one of the vacant seats at the board."

Mr. GODRICH would not interfere with the re-election of the old directors. The motion was then put, and carried unanimously.

Mr. GROUND (of Manchester) said he was glad to find the meeting was likely to terminate so amicably. If there were any hostile proprietors, he thought they had better withdraw, and not act as a clog upon the concern. He hoped the undertaking would be carried on with energy, and that the directors would call for money as often as they wanted it, and he had no doubt it would be forthcoming. He knew that a shareholder in Manchester had lately refused *par* for 200 shares. He was sure that the intelligence he should carry back to Manchester would be highly satisfactory.

It was then moved by Mr. Johnston, seconded by Mr. Grounds, and resolved, "That the cordial thanks of this meeting be given to the chairman for his very able conduct in the chair this day, and to the directors generally, for the zeal and ability with which they have conducted the affairs of the company."

The CHAIRMAN briefly returned thanks, and the meeting separated.

GLASGOW, PAISLEY, AND Ayrshire RAILWAY

The half-yearly general meeting of the shareholders of this railway was held at Glasgow, last Tuesday week,

JAMES M'CALL, Esq., in the chair,

when the following very satisfactory report of the proceedings of the directors was read, and resolutions entered into for taking the most vigorous measures for proceeding with the works.

REPORT.

Since the last general meeting of shareholders your directors have been engaged in taking active steps for the immediate commencement of the works. With a view to this, they made an equalising call of 5*l.* per share, payable on the 13th February, under deduction of the 2*l.* 10*s.* of deposit money, formerly paid up; and they are glad to observe the prompt manner in which the call has been met, and the increased demand which has taken place for the company's shares.

Your directors have, conjointly with the Glasgow, Paisley, and Greenock Railway Company, made preparations for immediately executing the line between Glasgow and Paisley; Mr. Locke, the engineer on the Grand Junction Railway, has been named engineer on this portion of the railway, and has undertaken to open it in two years. His assistants have already made considerable progress in laying it off, and he himself is expected in the course of a few days finally to adjust the working plans.

The company's engineer, Mr. Miller, who has now nearly completed the railway between Dundee and Arbroath within the estimate, has undertaken to open within the same time the line between Paisley and Johnstone, and he has at present engaged in staking it off. When opened, your directors look forward to the traffic on it being both very considerable and profitable, as by the agreement with the Glasgow and Greenock company the trade between Glasgow and places beyond Paisley passes over the joint line free of any tonnage, and is only subject to a proportionate share of the expense of maintaining the joint line.

Your directors will, in the course of a few days, be prepared to commence the execution of the main line of railway between Ayr and Kilwinning, and the advertisements for contracts are now prepared, and will be immediately inserted in the newspapers. It is expected that this portion of the railway will be opened in about fifteen months; and your directors anticipate that they will be able to conclude arrangements for securing the relaying and straightening of the Kilmarnock and Troon Railway by the same date, so that the whole trade between Kilmarnock and Ayr, Irvine, Ardrossan, Troon, and Saltcoats, will thus be accommodated. The remaining portions of the line will be proceeded with at as early a period as possible.

Your directors have given notices of an application to Parliament next year for making a short branch from the main line of railway near Irvine Water to the Johnstone and Ardrossan Railway. An agreement containing an obligation to that effect, was entered into with Lord Eglinton on behalf of the promoters of the late Kilmarnock and Ardrossan Railway, previous to the Act of Incorporation being obtained; but your directors have reason to think, that the consent of his lordship, and of the other parties interested in that undertaking, will be obtained to the postponement of the application to parliament for another year.

Your directors might also have applied for various branches to connect towns lying contiguous to the line, but they have refrained from doing so for the present, in order that their attention may be exclusively devoted to the formation of the main lines. They would, however, remark that it is one distinguishing feature of this line, that there are numerous manufacturing towns and villages lying on each side of this railway, and within a mile or two of it, to which branches may ultimately be carried, and which will serve as so many tributary streams to increase the traffic on the main line.

Your directors cannot help advertising with pleasure to the survey proposed to be made, with a view to this railway being extended to Dumfries, and from thence to Carlisle. They understand that a subscription for this purpose is now proceeding in Dumfries-shire, and they would recommend that authority should be given to your directors to contribute a small sum towards so important an object.

The superior nature of the gradients, which it is known can be obtained for a railway to England by this route, as compared with the line by Moffat, and the greater population of the country, afford the strongest reasons to believe, that the Glasgow and Ayrshire Railway will, at no very distant period, form part of the great trunk line to England. The directors have now to congratulate the shareholders on the present state of the company. The public are daily coming to appreciate more and more the advantages of this undertaking; and your directors are convinced, that the more this line is generally known and examined, the more it will rise in public estimation.

The following resolutions were unanimously agreed to:—

That this meeting approve of the report of the directors, and express their continued and earnest desire that the most vigorous measures be adopted for the prosecution of the undertaking.

That the meeting, impressed with the advantages which will result to the undertaking from the execution of the projected railway, from Kilmarnock, through Dumfries, to Carlisle, instruct the directors to express to its projectors in Dumfries-shire the interest which they feel in obtaining a survey of that line; and request the directors, if they see fit, to contribute a moderate sum towards the expense of that survey.

Thanks having been voted to the chairman and directors, the meeting adjourned.

SOUTH SEA HOUSE.

An adjourned meeting of the proprietors of South-Sea stock was held at their house, in Threadneedle-street, on Thursday, the 15th inst., for the purpose of memorialising the lords of the treasury for the completion of the guarantee fund. J. FRANKS, Esq., in the chair.

The minutes of the last meeting were read and confirmed.

The SECRETARY read a memorial to the lords of her Majesty's treasury, which had been drawn up by the court of directors. It detailed at great length the effect of various statutes passed for repealing the South-Sea duties, and neglecting the affairs of the company, and concluded by praying that their lordships would be pleased to take such steps as they might deem necessary for the completion and transfer to the memorialists of the amount of the guarantee fund.

The memorial having been submitted to the proprietors for their approbation, it was resolved unanimously that the same should be presented forthwith to the lords of the treasury, and that as soon as the directors received any communication from their lordships, a court of proprietors should be immediately convened, in order that the same might be laid before them.

Thanks were then voted to the chairman and directors, after which the meeting adjourned.

[For remainder of "Public Companies," see page 34.]

MEETINGS OF SCIENTIFIC BODIES.
IN THE ENSUING WEEK.

SOCIETY.	PLACE OF MEETING.	DAY.	HOUR.
London Electrical Society	Adelaide-street	Saturday	7 P.M.
Royal Asiatic	14, Grafton-street	Saturday	2 P.M.
Statistical	4, St. Martin's-place	Monday	8 P.M.
Linnæan	Soho-square	Tuesday	8 P.M.
Horticultural	21, Regent-street	Tuesday	8 P.M.
Civil Engineers	1, Cannon-row	Tuesday	8 P.M.
Society of Arts	Adelphi	Wednesday	7 P.M.
Geological	Somerset House	Wednesday	8 P.M.
London Institution	Finchbury-circus	Wednesday	7 P.M.
Royal	Somerset House	Thursday	8 P.M.
Antiquaries	Somerset House	Thursday	8 P.M.
R. Society of Literature	St. Martin's-place	Thursday	4 P.M.
Royal Institution	Albemarle-street	Friday	8 P.M.

SOCIETY OF ARTS.—MEETINGS OF COMMITTEES.

TUESDAY, March 6.—Agriculture, at half-past seven, on W. H. B. Webster's use of coal in the manure—Do's sample of dried roots and fruits—after which, Musical exercises, on Mr. Farley's improved broad-silk loom.

WEDNESDAY, 21.—Points Arts, at twelve, on the claims to premiums. Visitors are admitted to this committee—Meeting of Society, at eight.

THURSDAY, 22.—Mechanics, at half-past seven, on Mr. W. Alexander's electrical telegraph—Mr. J. F. Goddard's apparatus for experiments on polarised light—and Mr. J. Burdett's method of preventing slurs in printing. A. ALKIN, Sec.

PUBLIC COMPANIES.

COMPANY.	MEETINGS.
London and Croydon Railway	London Tavern, March 21, 1.
Whit. Osborne, Wolla, & W. Noble	Three Tuns, Penzance, 21, 12.
Wheal Gilbert Mining Company	Pearce's Hotel, Truro, 21, 12.
Midland Counties Railway	Loughborough, 23, 12.
Gloucester and Berkeley Canal	Gloucester, 28, 12.
Canada Company	Company's House, 28, 1.
British Tin Mining Company	George and Vulture, 29, 1.
Symington Towing Company	London Tavern, April 2, 12.

CALLS.

Glen Bank and Wheal Chance	23a. Mar. 19.	See advertisement.
Irish Waste Land Improvement	11.	20. London Joint Stock Bank.
Wheal Harmony and Montague	11.	20. Curries and Co., London.
Birmingham and Derby Railway	10.	24. As former calls.
Trevelyan Mining Company	10.	28. Williams and Co., London.
Wheal Wallis Mining Company	10a. April 4.	Manchester & L. Pool Dist. Bk.
Cornubian Lead and Silver Mine	11.	7. London & West. Bank, & Co.
West Wheal Jewel Mining Co.	10a.	7. 23, Threadneedle-street.
British Silver Lead Mining Co.	11.	9. Grote, Prescott, and Co.
Tregollan Mining Company	10a.	10. London & Westminster Bank.
Rhymney Iron Company	10.	12. Glyn, Halifax, and Co.
Mexican Company	11.	14. Masterman, Peters, and Co.
Rio Doce Company	11.	14. Barnett, Hoare, and Co.
Perran Consolidated	10a.	17. Vere, Sapte, and Co.
Tyr Gunter and Cefn Cwse Colliery	10a. May 18.	London & Westminster Bank.
London Joint-Stock Bank	31.	21. London Joint-Stock Bank.
Treburget Mining Company	31.	21. Vere, Sapte, and Co.

DIVIDENDS.

West Cornwall Mines Investment Company	1s. 6d. per share.
North Consolidated Copper Company	3s. 6d. per share.
Navon Iron and Coal Company	20s.
Kismet and Avon Navigation	25s.
Eastern Coast of Central America Company	4s. 4d. per cent.

NOTICES TO CORRESPONDENTS.

In reply to our Cardiff correspondent—our notice of the "Taff Vale Railway Bill," in the "Proceedings of Parliament relative to Joint-Stock Companies" on Thursday, the 8th inst., was taken from the "Votes and Proceedings" of the House of Commons, as officially published. The information sought by our correspondent could not be obtained at the office of the Company.

Want of space compels us to defer several reports, original communications, and much miscellaneous matter, which will, however, appear in our next Number.

We shall have much pleasure in attending to Mr. Wellington's request; the late hour at which we received his communication prevents us inserting more in this week's Number.

THE MINING JOURNAL,
And Commercial Gazette.

LONDON, MARCH 17, 1838.

The high price of coal in London, and, to a less extent, in Edinburgh also, is a subject of vast importance to the inhabitants of these two populous cities, and has thus excited in both a strong disposition to examine into the causes by which it is produced, and, as far as possible, to apply a remedy to the evil. Of the existence of this feeling in London, we have sufficient evidence in the late proceedings in the Court of Aldermen, and in the petition presented by Mr. CRAWFORD to the House of Commons, on Tuesday evening last. In Edinburgh it has for some time been manifested in the establishment of a committee, whose powerful exertions have already had a great effect in lowering the price of coal, while active measures are now being taken, as will be seen in another part of our columns, to lay open new mines in the vicinity of that city, and thus effectually put a stop to the existence of any such injurious monopoly in future, as that which has for some time past prevailed.

On a subject of so much public importance, we have on various occasions made such comments as appeared necessary; and, on the present occasion, we purpose to offer some further remarks. To those who are at all acquainted with our northern metropolis, we need hardly state that its local situation as regards the supply of coal, is totally different from that of London. Around Edinburgh there are numerous and excellent beds of coal, capable of affording an almost unlimited supply, and with a very trifling expense of carriage. Under these circumstances, therefore, the supply of fuel ought to be cheap and abundant; it can, indeed, only be otherwise through the effects of a gross monopoly. Such monopoly has, however, long existed, and by a policy equally short-sighted and erroneous, has been carried to such an extent, as at length to arouse a powerful and well-organised spirit of opposition, which has at once had recourse to the most obvious and practical means of remedy—first, by inviting competition from other districts; and, lastly, by taking measures for re-working several abandoned coal mines existing in the district itself, which, if properly managed, the present large and increasing population and manufactures will, doubtless, render a very advantageous speculation.

In the case of London, the circumstances are widely different; our nearest coal districts are more than a hundred miles distant, and only accessible by canal navigation, while those districts from which our actual supply is obtained, are only rendered available by a sea voyage of from three to four hundred miles. Thus, while the natural situation of Edinburgh is such as to render the price of coals low and moderate, unless, indeed, raised by extraneous causes, the situation of London is, on the other hand, such as effectually to preclude this great advantage, and to render a very high price of coal absolutely inevitable.

These circumstances being well understood, and forbidding any exaggerated hopes of a reduction in price, which, in the nature of things, would be impossible, it is still a fair subject of inquiry, whether there are any circumstances in the system of supply which tend to keep up the price higher than it actually need be—in fact, how far the well-known restrictions of the coal trade tend unnecessarily to enhance the price of this fuel in London and its vicinity. The avowed object of these restrictions is to avoid glutting the market—to render the supply uniform, and to maintain a re-

munerating price; nor are we at all inclined to question the right of the coal owners and other parties interested, to make what provisions they can for their own interest, as is done in almost every other branch of trade. Whether, however, this policy, while it excites continued jealousy and discontent on the part of the consumer, and occasions frequent Legislative inquiry and interference, is, in reality, calculated to advance the permanent interests of the coal trade generally, is a subject on which we entertain considerable doubts.

The prosperity of our coal trade rests on the firm basis of a cheap and abundant production, coupled with a vast and increasing demand, both in the home and foreign markets, standing on this broad and legitimate foundation, and requiring an investment of capital, which in ordinary cases secures it from over competition, we can by no means approve of a narrow line of policy being acted upon, which, to secure a trifling immediate advantage, exposes the system to public distrust, and to legislative interference, while it must inevitably tend to check the consumption, by limiting the quantity of fuel which it is in the power of the lower classes to purchase. With the feelings we have now expressed, we would strongly recommend a gradual relaxation of the present restrictive system, with a view to its ultimate entire removal, nor do we believe that the real and permanent interest of the coal trade would be at all injured by this measure, were it to be slowly and cautiously effected.

It must be well known to all who are acquainted even with the elements of science, that the present modes of using coal for the common purposes of life, are wasteful and extravagant in the highest degree, and already has ingenuity been exerting itself in the production of heat by more economical methods. Without reference to the plans which have for some time past been brought before the public notice for accomplishing this object, the merits of which have probably been much exaggerated, while their practical defects may have been in the same proportion overlooked, it is a subject well deserving the attention of all persons connected with the coal trade, that such a spirit of exertion is abroad, and that it is quite within the bounds of probability that valuable and successful results may in time proceed from it, more especially if stimulated, as it is likely to be, by the high price of fuel, and the public irritation which this is calculated to produce.

As regards the price of coal in London, there is, however, one startling fact, which, although we have on previous occasions noticed, cannot be too frequently or too prominently brought before the public eye—it is, that the price is always tripled, often, indeed, almost quadrupled, in its transit, not even from the pit's mouth, but from the place where it is shipped, before it reaches the consumer's cellar. The coal owner pays all the mining expenses, heavy as they necessarily are—sends the coals to the water's edge, often several miles distant—and puts them on board for about ten shillings, or even less than ten shillings, per ton, while the London consumer, as is well known, generally pays between thirty and forty shillings per ton.

It is clear, therefore, that the original cost of the coal is very moderate—we believe, indeed, it is quite as low, all things considered, as in most other coal districts in this country. The heavy cost in London arises partly from the great distance of transport, partly from the numerous hands the article has to pass through before reaching the consumer, partly from the duties to which it is subject, and partly from the restrictive system of vend, which has been, as we believe, injudiciously adopted by the trade. A reduction of price to any very great extent is obviously impossible, although there can be no doubt that any practicable reduction ought to be carried into effect, and, with the present public feeling, such must ultimately be the case.

In a late Number of the MINING REVIEW, we introduced to the notice of our readers, the application of a bituminous mineral substance termed "Asphaltic Mastic, or the Cement of Seyssel," to a variety of useful purposes, for which stone and other materials are usually employed. The introduction of this substance on the continent, although of very recent date, has excited extraordinary interest, as its success appears from every testimony we have seen, to have been most complete, and the shares of the company in Paris, which has been formed for bringing it into use, have consequently risen to a most extraordinary premium—a circumstance somewhat unusual among our prudent and cautious continental neighbours. A similar company, we observe, is now being formed in this country, and we shall soon therefore have an opportunity of witnessing the application of the "cement of Seyssel" to our own public works, in which it is likely to prove a most valuable material.

THE FUNDS.

CITY, FRIDAY EVENING.

Consols 93 buyers for money, and 93½ sellers for the account. The New Three-and-a-Half per Cent. Annuities 100½. The premium upon Exchequer Bills 62; India Bonds 66; those not marked 9 11. The late intelligence from Canada has had some slight effect on the Money Market. Spanish Bonds 21½ with the May Coupons, and 20 without. Passive Bonds 5½, and Deferred 8. Portuguese New Five per Cents 31, and the Three per Cent. ditto 20½ 21½. Brazilian Bonds 76½ 77, Colombian 28½ 29, and Mexican Six per Cent. 28½. Danish Bonds 75½, Dutch Two-and-a-Half per Cents 52½, the Old Fives 102½, and the New Loan 100½.

Great Western Railway Shares 27½ 28 pm.; Brighton 2½ 3 pm.; Birmingham 91 pm.; and the Quarter ditto 27 pm.; Greenwich 1½ dis.; Southampton 4 dis.; Croydon 1 dis.; and the Scrip 6½ pm. A good deal of business has been done during the week in railway shares.

British North American Banking Shares 1 dis.; Colonial 1 pm.; ditto Scrip 1½ pm.; London and Westminster 1 pm., ex div.; and the National Provincial Bank of Ireland 1 dis.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 93½; Exchequer Bills, 62 64 pm.; East India Bonds, 64 66 pm.; Dutch Five per Cents, 102½; Ditto Two-and-a-Half per Cents, 52½; Portuguese Five per Cents, 30½ 1; Ditto Three per Cents, 20½ 1; Railways:—Brighton, 2½ 3 pm.; Great Western, 27 28 pm.; London and Birmingham, 85 90 pm.; New, 26½ 27½ pm.; Southampton, 45½ 6½; New, 21½ 2½ pm. REDUITS, MARCH 15.—Average standard, 107½ 3s. 0d.—Average price of fine copper, 313 tons 5 cwt.—Amount of money, 23,561½ 16s. 0d.—Average standard of last sale, 111½ 3s.—Produce, 7½.

BLACK TIN.—Our report of sales on the 13th inst., did not arrive in time for insertion—the total is 178 tons, producing 9340½ 2s. 6d. The principal sales being Wheal Mary, 1339½ 17s. 6d.; St. Ives Consols, 1190½ 5s.; Boscawell Downs, 1288½ 7s. 6d.; Great Work, 1297½ 16s. 3d.

PROCEEDINGS OF PUBLIC COMPANIES.

(Continued from p. 83.)

THAMES HAVEN DOCK AND RAILWAY COMPANY.

The half-yearly general meeting of the shareholders of this company was held at the offices, 34, Abchurch-lane, on Tuesday, the 13th inst., and was numerously and respectfully attended.

JAMES ESDALE, Esq., in the chair.

The advertisement convening the meeting being read, Mr. AMSINCK, the secretary, briefly stated that the object of the adjournment had not been fully carried out, as the directors had not as yet received a reply from the directors of the Eastern Counties Railway to the proposition sent to them.

The minutes of the former meeting being read, the secretary read the report, as also the financial statement.

REPORT.

The directors, in calling the half-yearly general meeting, in pursuance of the provisions of the Act of Parliament to that effect, which was adjourned to this day, have on the present occasion the following details of their proceedings to give to the proprietors, and to congratulate them on the present prospects of the company.

In consequence of the expressed wish of the proprietors, at the half-yearly meeting in August last, resolutions were passed enabling all the proprietors who were unwilling to continue their interest in the undertaking, to sell their shares at their money value to the company; and such resolutions having been confirmed at a special general meeting held in October, forty-one persons, holding 970 shares, have taken advantage of those resolutions to dispose of their interest to the company, and have received for such shares 1245½ 11s. 3d.

The renewed feeling in favour of all public companies, justifies your directors in believing that a work, which is of all others the most generally beneficial to the public, and from which they will derive the greatest convenience either in business or pleasure, with a great diminution of expense in time and money, will have that assistance which is being given to works of a mere local character.

The high price of coals and retardation of all business in the river from the late severe weather, would have been obviated by a Dock at Thames Haven, and a communication with the metropolis. The directors needed not this additional evidence in favour of the undertaking, but the subject must have been brought home to the mind of every reflecting individual from the natural cause alluded to.

The collisions and loss of life in the river, which must but increase, with the increase of navigation by steam, is another powerful motive for the completion of the work they have in hand, and is an additional cause of regret to your directors in not having been able to make a further progress.

The proprietors must be aware that certain purchases of land were made upon the passing of the Act; one of which, from its magnitude and position, must always prove a valuable source of revenue to the company, manufacturers having applied for a portion of the ground in the event of the commencement of the works; and the remaining land necessary for the railway is being laid out by the engineer, preliminary to the surveyor negotiating for its purchase, and the conveyance by the solicitors.

Your directors are also led to believe, from inquiries that have been made, that some of the larger steam-boat companies are becoming conscious of the advantages of the Dock at Thames Haven, and they are fully assured that it requires but a commencement of that work to prove to every one its value and importance.

The directors feeling the necessity of placing every person upon an equal footing, have made the call of 2½ 10s. per share (which ought to have been paid last year) imperative for the 14th April, and at the same time desirous that no person, either from their own neglect or the general state of the market, should lose anything by having been a shareholder in the Thames Haven Company, have allowed the registration of the remaining certificates of shares—which shares, if not registered by that date, will be positively forfeited. The registered shares will be dealt with according to the Act, which would form the following balance-sheet.

Sum total received to 31st August	£17,910 13 5
Sum total expended to that day	13,043 3 5
Amount since received	£4,867 10 0
	71 10 1
Shares re-purchased	£4,939 0 1
	1,245 11 3
Balance in hand	£3,693 8 10
Shares and call would be	31,262 10 0
Total would be	£34,955 18 10

The directors would remind the shareholders, that Thames Haven is the nearest point out of London to the sea, that the navigation of the river Thames is to the whole world; that the number of passengers, amounting to 600,000, which are now taken by steam vessels to places below Gravesend, which vessels also carry goods to the amount of 300,000 tons annually, besides cattle, sheep, and pigs, all of which numbers are increasing at a most rapid rate, would in itself give a large profit on the capital required for the execution of the dock and railway together; and in corroboration of this statement arising from steam-boats alone, they would refer you to a paragraph in the Times of the 7th October, in which it is stated that 30,000 a-year is paid to one wharf for the embarkation and landing of passengers alone.

The coals imported into the port of London during last year, amount in a gross sum to 2,700,000 tons; and as the engineer has reported to your directors, they can be brought from Thames Haven to London, at 2s. per ton. The great reduction which would thus take place in their price to the consumers, is sufficient proof that the larger portion of the supply of the metropolis will be brought by the Thames Haven Railway.

Your directors feel that the amount of traffic which will come to their dock and railway, must depend upon the price charged for their use; and as all experience has shown that whatever facilities are given, must be accompanied by a moderate charge, which, together, where the traffic does exist, must command it, have renewed their application to the Eastern Counties Company for the use of that portion of their line lying between Romford and London, upon terms alike favourable and just to both companies; and they feel assured, that the good sense of that company will prevent their placing such a barrier, as to oblige the Thames Haven Company to seek its own terminus to the metropolis.

The general state of the river, the crowd in the pool, the entrances to the different docks, the increasing number of small steam vessels plying to all places immediately adjacent to the metropolis, absolutely require some remedy, as an effectual prevention to the evils of daily occurrence; docks in the higher part of the river must but increase the expense, and will not diminish the evil; and if the Thames Haven Dock, situated as low down the river as it is, can give all the advantages of the wharf in the higher part (and being a tide dock it would give a great many more); save the whole navigation of the river to the vessels and the time to the passengers, it must obviously embrace all the objects so much desired and so loudly called for. The plan of the dock, and the warehouses for luggage and goods, will embrace different ports and trades, so as to have no admixture of passengers, or confusion in embarkation or landing.

Finally, your directors can find no one objection that can be taken to the value of this great work; it embraces the greatest convenience for passengers by all vessels; it facilitates the introduction of goods into the metropolis; it will reduce materially and equalise throughout the year the price of coals, an object in itself of sufficient importance to warrant the support of the public; it will bring fish to market fresher and in greater quantities, and consequently cheaper; and it will carry into fresh air and salt water the mechanic and labouring artisan, either for recreation or a bath, at a price within the reach of the most humble. The directors believing that they have not over-stated, or even fully enumerated, the variety of advantages attached to this undertaking, call upon the proprietors, individually, and in a body, to continue that aid and that confidence which now exists in the public mind for its early completion.

The vacancies which have occurred in the direction will be filled only with gentlemen whose interest will forward the undertaking; and your directors have to announce, that Messrs. Lyon, Barnes, and Ellis, have been appointed the solicitors to the company, vice Messrs. Vaux and Fennell, who have voluntarily resigned.

A SHAREHOLDER then moved that the report be received, adopted, and printed.

The CHAIRMAN, prior to the motion being put, expressed his willingness to afford information upon any subject that might occur to the meeting. Mr. AMSINCK stated, relative to the purchase of the shares by the directors (in accordance with the wishes of the proprietors, expressed in resolutions), that such shares were purchased at their money value at the time, in the office; the directors were now able (from the change that had taken place in the opinion of the public) to dispose of these shares at par, making a clear and handsome profit to the company; and, further, in reply to a question put by a proprietor, that, by the economical course pursued, the company would have their Act of Parliament, which was expensive as a double one, the whole expenses of every sort paid, and 204 acres of land, for 17,000£; and for the land alone the company would not take that sum, as it would prove a most valuable source of revenue as

The works proceeded: and he remarked, that the expense that had attended this company since its formation, was smaller, for its results, than that of any other similar undertaking; which opinion was corroborated by the expression of several gentlemen present, who declared it to stand unique on that point.

Mr. HANCOCK wished, before the report was carried, to make a few observations. He thought that the directors, in their report, had omitted referring to some important advantages that the company would derive from the carriage of heavy and bulky goods, such as corn and lime: the farmers in that part of the country which the railway would either traverse or be connected with, would be able to obtain these articles at an immense saving, and would, consequently, make such use of this railway to the evident advantage of both parties. He entered minutely into the subject, and said that he felt more satisfied with the undertaking the more he examined its position and circumstances.

Mr. AINSWICK said, that what this gentleman had observed was quite true, but that he had looked upon it always in a more enlarged point of view—as the principal outlet from London. He stated it as a fact, that no tide dock could be made in the river Thames, so advantageously situated as at Thames Haven. The more the commerce increased the more apparent would be its utility. He enumerated many of the advantages that would accrue to the company, from the various articles of traffic, and to merchants, traders, and the public in general; for instance, the convenience to the shipping, at all hours and periods of the tide, particularly to steam packets and their passengers—the public would also have a constant supply of fresh fish in London.

The motion for the reception of the report was then carried unanimously.

A SHAREHOLDER then moved, "That this meeting do approve of the course pursued by the directors, and also request that their strenuous exertions be given to commence and carry out the undertaking." He felt so fully satisfied of the stability of the undertaking, that he had great pleasure in moving the above, which was carried unanimously.

It was then resolved, upon the motion of Mr. HANCOCK, "That the proprietors do use their utmost exertions to bring the concern into work as speedily as possible, and also that the deputation from Manchester request the like exertions from their constituents."

The gentlemen from Manchester, in reference to the resolution as to their exertions, assured the meeting how highly gratified they were at the unanimity and good feeling of the meeting, and they might be assured they should fully report such sentiments in Lancashire, and give their utmost exertions towards its assistance.

The CHAIRMAN being about to bring forward the question of the directors' election, it was resolved, "That the vacancies in the direction be filled up at the discretion of the directors, who have so fully proved their interest in the company's affairs."

A vote of thanks was then passed to the chairman for his conduct in the chair.

A vote also of especial thanks was passed to Mr. Ainswicks for the ability, zeal, and persevering exertions he had always manifested in behalf of the company. Mr. AINSWICK, in returning thanks, said that he had certainly sacrificed his own personal interests for the welfare of the company, but he felt that the prosperity of the company's affairs, and its ultimate success, would fully warrant him in having done so. The meeting then adjourned.

DUKE OF CORNWALL'S HARBOUR AND LAUNCESTON AND VICTORIA RAILWAY COMPANY.

An adjourned general meeting of the proprietors of this company was held at the London Tavern, on Thursday, the 15th inst.

JOHN RAMSBOTTOM, Esq., M.P., in the chair.

The CHAIRMAN addressing the meeting, observed it was needless his stating why they had met that day; it was in pursuance of an adjournment of the last meeting, at which he stated the probability of a further adjournment, in the event of their not receiving the required explanations from Mr. ROSS; he observed, that as soon as they had separated, as agreed upon, they caused to be prepared a copy of the report of the finance committee, which was forwarded to Mr. ROSS, and although he had said that from such documents he could give his answer, yet finding himself unable to do so, had made application to him personally for the books, papers, &c., of the company, but he (the chairman) feeling from the situation in which that gentleman was placed, that it would be imprudent to allow the books of the company to be withdrawn, then refused, as they could not answer for their being returned in the same state, nor, indeed, did the committee recommend such course, as the following day they had received a communication from them, saying that they thought the directors too wise to trust them out of their possession; his (Mr. R.'s) affairs would, however, be arranged in a few days, and in about a week or so they might calculate upon having his answer; the directors had received a voluminous letter, addressed them by Mr. ROSS, which was accordingly read to the meeting; it stated his surprise and disappointment in not being allowed access to the books and documents of the company, and considered the denial extremely unfair and unjust, as it was the only means of his affording explanation to the charges which had been made against him; he attributed its being withheld from him to the committee being apprehensive of his altering the books, and that their aim was to evade the payment of their calls; it also expressed his surprise at not being permitted to make out the account, and with regard to the proprietors, stating at the last meeting that he had paid money which had not been accounted for, he should have expected that the candour of the committee would at once have given explanation upon it, which he pointed out as being placed at the top of the account, for which he had given credit; he denied that there were any defalcations in his transactions, or any discrepancies in his accounts, and advertising to the sum of 500*l.* voted to him by a general meeting, declared the assertion made by the committee, as to it being proposed by Sir John ROSS, and seconded by Mr. DYSON, as wholly false, which would be shown by an original document, signed by the chairman, which he enclosed, the same being moved by Mr. ANDREWS, and seconded by Captain BOND; he concluded, by begging to join with the directors in the recommendation to suspend all operations, and come to some honourable and fair settlement of the claims upon the company, while, should his gratuitous services be of any advantage to them, he expressed his willingness in affording them to the attainment of that end.

Sir JOHN ROSS having heard the letter submitted by the chairman, and holding in his hand the original resolution referred to, with the initials of Mr. RAMSBOTTOM, as chairman, attached thereto, called upon Mr. DYSON, as having made the assertion, that he, Sir John ROSS, had moved the resolution for the presentation of 500*l.* to his brother, to answer him; he had no hesitation in declaring it as a deliberate and malicious falsehood. Mr. ANDREWS having moved the same, and Mr. D. must have known that Captain BOND was the seconder, but wished to mix his (Sir John's) name up; he observed, his name had gone unsullied through the world, and he would now stand or fall, and gave notice, that at the next meeting, he should be prepared to bring charges against Mr. DYSON, which would show him entirely unworthy the confidence of the directors as secretary of the concern.

Mr. DYSON still maintained that he seconded a resolution which Sir John ROSS moved, and which he did in accordance with an intimation conveyed across the table. Some confusion here ensued, in which it was remarked, that Mr. DYSON rose as seconder at a time with many others, and it was very likely that a mistake in the names might occur; had it been ascertained, that Sir John was the mover of the resolution for the 500*l.*, it would not have been allowed; he was the mover of a resolution, which with the one in dispute, was read to the meeting, both with the initials of the chairman affixed, when an inquiry was instituted by Mr. PATERSON, who observed a difference in the ink, which he thought was not done at the same time; this having been set at rest, Mr. PATERSON proceeded amid repeated interruption and confusion, to remark upon many financial points of the company, both as to the amount to which he considered the directors liable, as from the statements signed by Mr. Beetham, as chairman, presented at a meeting which he, Mr. P., believed to be correct from Mr. Beetham's signature being attached, and the shares upon the company's hands, as also with those reserved for the directors; he observed, he had been drawn reluctantly into the concern, and had a duty to perform, which he was determined to discharge to the full; he would abstain from mentioning Mr. ROSS's name, out of respect to his brother's feelings; he was here interrupted by Sir JOHN ROSS saying, he did not require any respect, but would take up any imputation which might be made against him.

Mr. PATERSON then said he was ready, since he had been deified to go into the matter at once, and proceeded to read statements which pro-

duced much discussion; he observed, if the directors thought fit to reserve shares when they were at a premium, it was not fair to saddle the shareholders with them when they were worth no more than 2*s.* 6*d.*; he had many other points upon which he should comment, but would reserve them for a period when another gentleman's presence would afford an opportunity for explanation.

A member of the committee stated; that the present secretary could afford explanation, and if the directors would, but spend half a day, they might arrange the several matters. As to Mr. ROSS saying he is the only person who can afford explanation, he thought the company placed in a very strange situation, as, in the event of that gentleman's decease, they should be unable to understand their accounts.

Mr. BEETHAM observed, that he had received intimation of duplicate shares being in the market; this he knew nothing of, and must have been some inadvertence on the part of Mr. ROSS, which he will no doubt be able to explain; with regard to the directors having dealt in the shares, he would beg most positively, on the part of himself and directors, to deny it.

The CHAIRMAN would offer no opinion as to whether Mr. ROSS was right or wrong, but he would say, that many ill-natured reports had been circulated, and anonymous letters going about, one of which he had received; stating Mr. Toulman to be related to Mr. ROSS, and that their object was one, that of putting as much money in their pockets as they could.

A SHAREHOLDER having inquired, whether it was understood that the directors would go into the matters in dispute?

The CHAIRMAN replied, that they must have Mr. ROSS's answer; he was in a situation which would delay it for two or three days; should circumstances transpire to protract it further, he wished to know if the meeting would undertake the responsibility of allowing the required documents to be withdrawn? (The voice of the meeting being, No) the chairman continued, that they must not be surprised then at a further delay.

It having been suggested to copy the documents, &c.,

The CHAIRMAN said, it would not be fair to point out what he should have when called upon to reply to so grave a charge, as he would say it was impossible for him to do so without all that he wanted.

A SHAREHOLDER then suggested that one or two of the committee should meet the directors, and go into the matters *seriatim*, and should there be any point of doubt, refer it to Mr. ROSS for explanation; he thought the committee had nothing to do with Mr. ROSS, they looked to the directors; he considered it desirable the directors and committee should come to some understanding about the accounts.

The CHAIRMAN observed, that the directors should make out their own accounts, which they could not do without Mr. ROSS's version; they had nothing to do with the committee. He thought they would be ready to acknowledge that every facility and information had been afforded them, (to which was borne testimony by the gentleman present); the directors had, in their appointment, waived every prejudice and formality, for strictly acting, not one would be qualified to act in that capacity, while their chairman was not a shareholder.

After some further desultory conversation, in which the subject of Mr. ROSS having filled so many capacities in the company, was discussed with great warmth of feeling and much confusion, the minutes of the last meeting were confirmed, and a vote of thanks having been given to the chairman, the meeting adjourned for that day fortnight.

DERBY AND DERBYSHIRE BANKING COMPANY.

The annual general meeting of the proprietors of this company was held on Tuesday week, when a dividend of 6 per cent. was declared, and a considerable addition made to the reserved fund. The meeting was attended by a numerous and influential body of shareholders, who expressed themselves highly gratified with the very satisfactory nature of the proceedings of the directors for the past year.

MINING CORRESPONDENCE.

TAMAR SILVER LEAD MINING COMPANY.

March 12.—We have cut the lode in the south end, at the 135 fathom level, but is at present unproductive; and the north end, at the same level, is just as last reported. The lode in the south, at the ninety-five fathom level, is about a foot and a half big, producing silver lead ore, of very good quality; and, in the south end, at the eighty-five fathom level, we are dressing the lode, consequently, I cannot report its character. Our tribute pitches continue productive, and the men, I hope, getting wages; they are working long hours, and in good spirits. We are dressing the ores as speedily as possible, and purpose sampling again in the course of a fortnight. M. JAMES.

TREVOURGUS MINES.

March 10.—We have two lead tribute pitches working. The end south, on the copper lode, has lately improved, being now a very kindly lode, eighteen inches wide, with good stones of grey copper "in and out the end," and a leader of solid yellow copper, about three inches wide, on the eastern side of the lode. About fifteen tons of lead are cleaned. G. ABBOTT.

WEST CORNWALL MINING COMPANY.

Wheal Elizabeth Mine, March 10.—In the winze, in the bottom of the adit south, there is a kindly lode, producing good work for lead and copper. In the ten fathom level and south there is a good lode, about one foot big. The same level north, we have not yet cleared, but are engaged in doing so: shall have two pitches to set in the back of this level, about this place very soon, which will be worked, from their appearance, for 5*s.* in the 1*l.* In the twenty fathom level north the lode is two feet big, containing lead and copper. We have set a pitch in the back for 5*s.*; also in the back of the twenty fathom level south we have set a pitch for 5*s.* in the 1*l.* The new lode is looking exceedingly well. The tributers are working in good earnest, and find by their exertions that they are well paid for their labour. We are dressing as fast as possible, and have from twenty to thirty hands employed in this department—we have more than 100 hands employed in the mine altogether. I hope to be able to sample from seventy to eighty tons in the course of a fortnight or three weeks, and expect to raise 100 tons, or nearly that quantity, this month. There is no lead or copper mine in Cornwall, at the same depth, as Wheal Elizabeth now is, that can equal her for returns at the present time. H. F. STEPHENS.

CORNUBIAN MINE.

March 10.—In our engine-shaft we have put in the bearings and cistern for the plunger-lift, and we shall fix the bottom of that lift the beginning of next week. I expect that we shall cut the lode in the twenty-four fathom level cross-cut in driving two fathoms more. The twenty-four fathom cross-cut, north of the old engine-shaft, has not cut the west caunter, as yet this level has been very wet and troublesome. It appears that we are getting very near the lode, which I expect will be a good one. We have driven about three and a half fathoms towards Chiverton lode, and I expect that we have about two and a half fathoms more to drive to cut this lode. We are driving on the lode we cut in the sixteen fathom level, south of Chiverton's lode; the lode is poor at present. It appears that there is another part further south, as the greatest part of the water proceeds from that quarter. The sixteen fathom level, on the east caunter, but little alteration since I wrote last. J. BOKLASE.

BRITISH TIN MINING COMPANY.

March 12.—Twelve Fathom Level.—The ground in this end, on Osborne's lode, is much the same. Lode from six to nine inches wide, poor, but looking promising. Thirty-two Fathom Level.—Lode very poor—suspended. The pitch in the bottom of the twelve fathom level, on the middle lode, is much improved, yielding some good work—men working well. The pitch in Fagan's lode, at this level, is just as last reported—men working regular. We shall sample on Wednesday about seven tons, and sell on Tuesday, the 20th. The middle lode is almost promising to make in a different direction going down than any one ever expected. I do not mean to say we shall make it away regular, but there is a prospect of raising more tin from this bottom than we anticipated. We shall at present follow it, and not search for it. We shall set more men to work on this part of the mine. We should have sampled eight tons had it not been for the weather. JOHN BRAY.

FERRAN CONSOLIDATED MINING COMPANY.

March 10.—Since my last of the 24th ult., we have sunk Windus's shaft about nine feet, making a depth altogether from surface eight fathoms, but, in consequence of a redundancy of water met with in sinking the last fathom, we are again obliged to suspend further operations with horse power, and have now no other alternative but to erect flat rods; and to be attached to the present engine, or wait for dry summer weather. We have at last cut the lode in the south adit cross-cut, but, I am sorry to say, not of that character as we hoped to have found it. Its width is about one foot, composed chiefly of flucon and muck; we have commenced to open east on its course. During the past week we have driven through a pretty good lode, at the twenty fathom level, going west of the Diagonal shaft: At the thirty fathom level, driving west, on Anthony's lode, we find the ground altering, and has a congenial appearance for ore. At the forty fathom level, driving east of the Flat-rod engine-shaft, on Anthony's lode, it is large, and producing a little lead. The tributers are working regularly, and getting wages. Next Monday week, 19th inst., we shall sample about twenty tons of lead ore. RICHARD ROWE.

ST. HILARY MINING COMPANY.

March 10.—I forward particulars of our last setting in Wheal Leeds, which I hope may prove satisfactory. I had already intimated to you that the water being in the bottom of the mine, we could make but little progress during the latter part of the past and beginning of the present week. You will now perceive, we have again commenced extending our levels, and our tributers are also again in full activity. We have not, however, yet set the sump to sink, but shall do so I expect on Monday or Tuesday. We have not yet taken down the lode in the shaft. A little fine weather will, we trust, enable us to complete our crusher and stamps in two or three weeks. I beg to remark, that as our engine has now the additional boiler attached to it, we shall be under no farther apprehension from the water, in completing our shaft from the sixty to a seventy fathom level. C. N. BEATER.

WEST WHEAL JEWEL MINING ASSOCIATION.

March 12.—The Forty-two Fathom Level (east from Buckingham's shaft).—Driven one fathom four feet nine inches in the past month. The lode in this end is about eighteen inches wide, composed of fluor-spar, peach, and a small quantity of ore. The Forty-two West.—Lode fifteen inches wide, composed of peach and yellow ore. The Thirty Cross-cut South (on Hodge's cross-course).—Ground continues favourable, and we expect to reach the Great Wheal Jewel lode in the present month. New South Lode (middle branch and south branch).—Each of these branches is about eight inches wide, composed of good gossan, producing bunches of red, black, and grey ores, of good quality, and looking promising indeed. We have resumed sinking Wilkinson's engine-shaft—lode three feet wide, composed of gossan, producing rich grey ores and green oxide, and is a fine-looking copper lode. M. WILLIAMS.

GWINEAR MINING COMPANY.

March 10.—I beg to hand you an account of our setting at Parbola, which I trust will be satisfactory. We have had an accident with our pitworks, but we are now at work again, though it impeded us for two or three days. The new stamps are working very satisfactorily. I don't know that I have anything further to report at present. C. N. BEATER.

REDMOOR CONSOLIDATED MINING COMPANY.

Callington, March 12.—In reporting to you this day, I feel pleasure in being able to state, that the lode in the fifty fathom level north has greatly improved. It is now upwards of six inches in width, yielding tolerable work for silver lead ore. Driving south, at the forty fathom level, the lode is also looking more favourable, and is from twelve to fourteen inches big, producing good work. Respecting the tribute department, it is in as good a condition as can reasonably be expected. The sum men, during the past week, have been engaged in dividing and casting the whim-shaft from the fifty to the sixty fathom level. By performing this work, we are enabled to bring the whim kibble to bottom, and draw away the stuff now breaking in cutting the plat. Johnson's whim-shaft is sunk below the ten fathom level four fathoms one foot; the ground has not proved so favourable as we anticipated. In reference to our dressing operations, we are using every effort in bringing forward the ores into a saleable state, having now about twenty tons dressed; and if the weather continues favourable, we hope to sample, on the 21st inst., about forty tons. The parcels of silver lead ore sampled on the 23d ult., were sold to Mr. B. Somers, at the following prices, viz.:—No. 1, computed 12 tons 11 cwt., at 20*l.* per 21 cwt. (dry weight). No. 2, computed 24 tons 11 cwt. 2 qrs., at 10*l.* per ditto. No. 3, computed 6 tons 5 cwt., at 6*l.* 10*s.* per ditto. S. HANFORD.

UNITED HILLS MINING COMPANY.

March 13.—Eastern Diagonal Shaft.—Lode about eighteen inches wide, producing some ore, of a good quality. Twenty-five Fathom Level.—In the western end the lode is two feet wide, with a little ore on the north part of it. We have not yet cut any more lode driving north from this level. Adit Level.—We have suspended this level, driving east, and put the men to cut a plat at the Eastern Diagonal shaft. The lode in the rise is from two to three feet wide—very good for ore. Twenty Fathom Level.—Has not been driven since last reported; the men are employed at surface. Twenty-seven Fathom Level.—In driving east we find the lode about three feet wide, producing but little ore at present. Thirty Fathom Level.—We can report no alteration since our last. The lode in the slopes is still large, and very good for ore. Thirty-six Fathom Level.—The lode in the eastern end is from three to four feet wide, with some stones of ore. No ground driven in the cross-cut for the past week. C. PENROSE.

EAST WHEAL STRAWBERRY MINING COMPANY.

March 12.—As regards our surface work, new engine-shaft, &c., we are advancing very satisfactorily; but, in repairing the breakage in the old adit level, we have not been able to make the progress we hoped for, having been obliged to go back to the tail of the adit to let down the water and mud, before we could even approach the aperture; which labour has occupied the men all the past week, and I apprehend that it will be some days more before we get forth to it. When this is done the damage may soon be repaired, but we are also engaged, at the same time, in clearing another level, about six feet above the old adit, and, when complete, will let down the water sufficiently low, as to enable us to resume the driving of the adit towards the new engine shaft, and, when completed, will be found very useful, by enabling us to get into the old adit should any similar disaster arise here after. FRANCIS EVANS.

POLBREEN MINING COMPANY.

March 10.—We have now completed Stainsby's engine-shaft down to a twenty-five fathom level, and shall at once begin to divide and case down the shaft, put in footway from the fifteen fathom level, &c., &c.; after which, commence cutting whim-plat, and drive to cut the lodes. In the cross-cut driving south, at the twenty-two fathom level Flat-rod engine-shaft, the ground is rather hard; we expect to cut a large gossan, and Bowl and Butt's tin lode, after driving about twelve fathoms more. In driving east at this level, on Dorcas's lode, it is about four inches wide, very rich—and in the back of the said level, working on tribute by four men, the lode is about one foot wide, producing good work. At the twelve fathom level, driving west, on Dorcas's lode, we have here a good prospect, having a lode eight inches wide, rich for tin; we have, however, suspended the driving of that level until we drive north, about two fathoms from the present end, to hole to Williams's shaft, the whole of which, we hope, will be completed by the end of this month. The winze sinking from the twelve to the twenty-two fathom level is going on tolerably well; and, when holed, will make advantage for additional tributers. We consider also, that on the whole, the prospects with the tributers working the several pitches are encouraging, and hope such as will leave them good wages for their hard working. R. ROWE.

TRELEIGH CONSOLS MINING COMPANY.

The engine-shaft is going down in a good channel of ground, and I hope at the fifty fathom level to prove the advantages of the union of three lodes, which in the eastern part and adjoining mine were one, and produced quantities of ore. At Christoe, we are continuing to drive the twenty fathom level each way, and have a little improvement in the east end. The shaft we are likewise sinking on the lode under this level, which is just gone through a slide, and at present is small and disordered. At Shauger, we have commenced driving the forty fathom level—the lode is small. In the thirty fathom level, on the north lode, another branch has intersected the lode, but it continues large and of a promising appearance, while in the winze from the level above, just over, we have good ore. In this level east, on the south lode, the end is getting clear from the flucon, and I have reason to hope will be productive; the same level west, assumes a better appearance, although without ore. In the twenty fathom level west, on this lode, we have been saving good ore in the past week, but the end is not rich, though opening tribute ground. This level west, on the north lode, also continues productive; the lode is large and hard, with a regular leader of ore, good enough, but small. All our tributers are at work; the pitches much the same as they were on the setting day. W. SINCOCK.

FOREIGN MINES.

Arrived from Colombia, on the 15th instant, the packet *Goldfish*.

BRAZILIAN COMPANY.

Cata Branca, Dec. 19.—I beg to hand you the gold report from 2d to 15th December. We are now fairly in the new range of slopes, and I therefore trust that the next advices will be altogether favourable. E. HARDING.

Gold return from 2d to 15th December, 23 lbs. 3 oz. 12 dwts.

NATIONAL BRAZILIAN MINING COMPANY.

Extract from the Commissioner's Letter, dated Coarac, December 28th. I beg to inclose the mining report, No. 122; you will observe that we cut a large stream of water in our seventeen fathom level; it will of course call for additional means to keep the mine dry; but it is a favourable symptom, inasmuch as it induces us to conclude that we must be in the immediate neighbourhood of the cross-cut vein. The Christmas holidays have interrupted our progress, and affected our produce, but I look forward anxiously, though confidently, to the period when we shall have intersected the veins in the fourteen and seventeen fathom levels, as I trust we shall then commence a new era, and have the gratification of being enabled to advise our success in raising a remunerating produce.

IMPERIAL BRAZILIAN MINING COMPANY.

Rio de Janeiro, Jan. 12.—We profit of this opportunity to confirm the foregoing duplicate of our reports of the 10th, and to enclose duplicate gold report. Exchange this morning 27½, and looking firm.

NAVILOR, BROTHERS, & Co.

Gold report, from 19th to 29th Dec., 1857 (eight days), stamps 18 lbs 0 oz. 17 dwts. 11 grs.—45 lbs 2 oz. 17 dwts. 6 grs.—Total, from 1st July to 30th Dec., 570 lbs. 7 oz. 3 dwts.

ALLEN COPPER MINING ASSOCIATION.

Extract of a letter from Mr. Woodfall, dated Allen, Jan. 29, 1838.
I have now been at Ralpus; the brilliant lode that we have got nearly all our prills from, is not only holding, but seems decidedly dipping down, and by merely stopping a little at the side of the perpendicular shaft in the stope, where there was little or no ore, we find it quite solid from the top to the bottom. We shall now set a regular stope here, so that we shall soon have a good parcel of prills; these, however, we reserve in case a vessel should be sent out early. The bottom of the lowest shaft from the adit is good, although not to be compared with the ore in the stope, the quality being the same, but more matrix. There is a stope at the little mine below the adit, such as we have not had for a long time. Nellen's seems to promise something lasting, and the principal sink at Mitchell's is also very good. There are now fifty-five to sixty tons of concentrated ore on hand.

UNITED MEXICAN MINING COMPANY.

Report on the state of the workings of the Mine of Rayas.
Guanajuato, Dec. 21.—In two of the four weeks that have elapsed since the last report, there were only five work-days.

La Purisima.—Santa Victoria.—The general produce of the pit of San Porfirio, is of the common class, with a small portion of rich ore in threads. The front to the north-west, contains a greater proportion of the better classes, and the produce generally is good; that to the south-east is yielding a small quantity of common ore. In the pit of San Rafael, the best ores are still found running from the centre to the south-east, composed of a very good common class, amongst which are met with bunches and threads of consideration. The front to the south-east, has been communicated with the pit of Santa Lucia, which is advancing in a very prosperous state, the ores being pretty equally spread over the whole surface of the working, and their quality rather superior. In the front to the south-east of this pit, a slight falling off has been observed during the last few days; the lode has become more compact, and the fine bunches of jabones are going off in consequence, however, the produce from this point is still very important. The pit of Pilar contains a body of ore of considerable breadth, but of rather ordinary quality; on the south-east side, a rich thread has presented itself. The original front of San Rafael (now called San Lazaro), advances slowly on common ores; the object of this working being carried on, is to endeavour to cut the body of good ore in the front of Santa Lucia, which appear to extend upwards. The two fronts of Santa Irene are yielding a small quantity of common ore, together with some very rich threads, more particularly the upper front, in the roof of which there is a band of ore of very rich quality; these points are, however, subject to continual variation. Nothing of importance being found in the pit, it is suspended for the present. The working in the pit of Santa Victoria has been resumed, and the quantity and quality of the ores are important; towards the upper part of the pit, a band of ore of rich classes, runs from the centre to the north-west side, and towards the lower part, another band crosses the pit, of good quality, and the intermediate space contains the common ores.

San Hernan.—In the pit of Varones, a large bunch of very rich ore presented itself about a fortnight ago, in the very centre of the working; it has now somewhat diminished, although still of importance; the other parts of this working contain common ores. The pit of San Matias is being worked again, and a body of good ore is found against the upper part.

Forty pair of barman have been employed in La Purisima by day, and thirty-three by night; now increased to forty-nine and thirty-five.

The weekly produce of ore, in the rough state, has averaged 1760 cargas, which when picked, have yielded 395 cargas of azogues, of about fifteen marcos per monton in the patio, and two marcos plata de ley in the arrastres. Seventy-two cargas tierras de mortero, and 292 cargas tierras de labor, together of six marcos per monton in the patio, and about one marc plata de ley in the arrastres.

Since the last report, the water has been lowered six and three-quarters varas, making fourteen varas in all, and the mouth of the pit of Dolores is now discovered.

San Cayetano.—The third and fourth pits of Jesus contain a small quantity of very ordinary ore, particularly the former, in which little work is done. In the pit of San Feliciano a small bunch of fair ore occasionally presents itself amongst the ordinary classes. The pit and front of Santa Elena are the points from which the greater part of the produce of San Cayetano is extracted. The front at present yields more ore than the pit, and a few pieces of guija de oro have been found whilst picking the ores. In the front of San Feliciano a small quantity of the most ordinary class of ore is met with. The pit of San Evaristo improves as it advances towards the front of Santa Elena.

Twenty-five pair of barman are employed by day, and as many by night, when that number can be procured.

San Pio.—The ores having failed in the front, a pit has been commenced on common ores. The front of the contra cielo produces some small bunches of rich ore amongst the common classes.

Six pair of barman are employed by day, and seven by night, when the number can be completed, which seldom happens by night.

The weekly produce of ore in the rough state, from San Cayetano and San Pio, has averaged 1200 cargas, which, when picked, have yielded 155 cargas of azogues and six cargas of tierras de mortero, together of about six marcos per monton in the patio, and about one marc plata de ley in the arrastres.

San Miguel.—In the cross-cut 2.83 varas have been driven, and nothing worthy of particular notice has occurred.

The front to the south-east of Dios-te-guile, is producing a fair quantity of common ore, and occasionally some small bunches of a better class are met with. A short cross-cut towards the upper part of the lode has been commenced, to look for the rich threads that were left in the roof of the first working of this name, and the work is advancing in common ores. The front to the north-west has been communicated with an old working filled with rubbish.

Ninety cargas of azogues, and twenty-eight cargas of tierras de mortero have been sent to the hacienda of barrera, where a torta of these ores from San Miguel, of upwards of thirty-six montons, has just been ground.

There have been four sales of ore extracted by the buscones, amounting in all to \$55,820 2, of which one-half, \$27,910 1, belongs to the mine; and ores to the amount of \$604 have been sold on account of the mine, the greater part of which were the sweepings of the patio, in which the sales take place.

Ores sent to the haciendas.—San Matias, 800 cargas; barrera, 3576 cargas.—Total, 4376 cargas.

Ores on hand in the mine.—Picked, 1468 cargas; unpicked, 1060 cargas.—Total, 2528 cargas.

ANGLO-MEXICAN MINING COMPANY.

Guanajuato, Dec. 22.—Guadalupe.—The dividends received in the months of October and November amounted to \$18 7 1/2. The mine had improved somewhat in one of its labores at the close of the past month, and was beginning to give better returns.

Mines.—Captain Morcom's general report will accompany these dispatches as usual, and to which I beg to refer.

San Lorenzo.—The cross-cut of San Juan has not yet cut into the cerro alto, so that the state of this mine remains for the present essentially the same as noticed by me last month.

Asuncion.—The cross-cut of San Jorge has communicated with the adit of San Nicolas, and is an important and well-executed work, and will always be a very useful one, if the prospects of the mine develop themselves as I hope and trust they will do. It will be recollected that this cross-cut was commenced from the principal shaft (Santa Ursula), so as to intersect the adit at a point very near to the old and ruined small shaft of San Diego, in the neighbourhood of which it was reported that ore would be found. This has been done; one of the old workings discovered near the point of intersection is this old shaft, and close to it we have met with ore of very excellent quality, upon which we are now working in macizo apparently. I really indulge the expectation that both these mines will do well in the ensuing year, and I beg especially to invite your attention to some interesting information which will be found recorded in the Diary respecting them, especially Asuncion. Of the Spanish documents, translations have been made, and are herewith transmitted. I am disposed to place full reliance on the general accuracy of the testimony given by the old man, Ignacio Moran; and were it in my power, and consistent with your instructions, I would immediately set about the drainage of the Santa Ursula shaft in right good earnest, so as to reach the planes as speedily as possible. The work would neither be a long nor expensive one, as the malacates and all the necessary gear about the shaft are already there, and in the best order, and I should much rejoice at receiving your permission to undertake it in this way. In the mean time, but always with the hope and intention of getting at the planes ultimately, I shall not attempt more than what may be indispensably necessary to keep the waters a little below the lowest of the points at which we may be actually working, and this can be effected by pumps (already there) delivering the water through the San Nicolas adit. One very principal feature in these mines is, that they can be worked effectively without any large amount of capital; and I certainly think that they offer as good a prospect of proportionately satisfactory results as even the mines of Piateros themselves, if not better.

Sirena.—The weekly expenditure and produce since last advices, are as follow:—

Week ending 25th ult.,	memoria \$839 5 9;	mine share of produce	\$743 5 0
2d inst.	776 0 7	"	680 7 6
9th	783 4 0	"	537 1 6
16th	686 3 0	"	1087 5 6

Thus leaving a very trifling deficiency in the four weeks. The buscones campos continue with but very little variation in their general character, but the labor of Ampan has improved very much during the past week, and with it

the result of the sale, as will be noticed above. In the present week I look for a similar result, but not so in the next, because of the holidays.

Tepeyac.—All works of speculation in this mine have now been fully suspended; a few buscones occupy two or three campos, which may yield as much, or perhaps a little more, than the reduced amount of the memoria, but I shall now abandon the contract as soon as it can be done conveniently.

Haciendas continue at full work. Maize, I am happy to say, has declined in price.

Mellado.—I have now the very great pleasure of being able to announce to you the successful termination of this suit in "primera instancia," as the day before yesterday the Assessor gave his dictamen, which is wholly in favour of the company.

ST. JOHN DEL REY MINING COMPANY.

Morro Velho.—In the Bahu mine we are suffering considerable inconvenience from the want of another working kibble or two. We cannot keep the mine clear from stone, which impedes the sinking and proper working of the mine. To remedy this inconvenience must be the first job after the new stamps are completed. The new shaft at the Vinagrado will, I expect, be completed to-morrow down to the ten fathom level, and after sinking a few feet for a fork, all the pumping machinery, shears, and capstan will be removed thither from the Warre shaft, which will occupy two or three days, and will be done this month. The mechanics are all hands at the new stamps.

The produce of gold from 1st to 10th inclusive is 1468 oitavas.
Dec. 14.—Very good looking black lode-stone came from the new shaft at the Vinagrado this night. There is about three feet of lode at the North end of the shaft.

CANDONGA MINING COMPANY.

Dec. 9.—The following is the mining report for the week, ending this day:—
Mina de Pedra Botoms.—Ground continues hard; appearances, as regards gold, are the same as mentioned in my last report. We have not been able to work on the spot where the gold is to be seen, our attention being at present directed to sink for stopes, and to cut ground to bring down the winzes, &c.

Thirty seven Fathom Level West.—On the Mina Mestre branch here we have met with a flue, which is supposed to be a part, if not the whole, of Youton's cross-course, if it is so some change has taken place in its run, as we have cut it before we expected.

Mina Mestre Branch.—The ground in Moore's level has improved; timbering is not necessary, and we expect to make rapid progress during the month.

Deep Adit.—Hard ground, without any immediate appearance of improvement.

Dec. 13.—Accompanying this I beg leave to hand you the mining report for the past week. You will perceive that in the bottoms we have been chiefly engaged in preparatory works; as soon as these shall be completed greater facility will be afforded for the prosecution of operations more immediately promising. The rapid manner in which we advance in Moore's level from the Mina Mestre shaft, is in some measure a set off against the vexatious delay which we are experiencing in the deep adit. You are already aware that Moore's level is ten fathoms above the level of the deep adit, and that we have it in contemplation when the said level shall have arrived over the adit, or when a perpendicular can be dropped from the one to the other, to sink a winze, consequently the fairness of the ground in Moore's makes up for the exceeding hardness of that in the adit, though, of course, we should prefer rapidity in the adit. Circumstances may occur to alter our direction even in Moore's, and instead of a perpendicular, we may be obliged to sink an inclination winze—however, these are our present plans.

A. F. GOODRIDGE, M.D.			
The gold in eight days amounts to 5 lbs. 10 oz. 7 dwts. 21 grs.			
	lbs.	oz.	dwt. gr.
Total up to 2d November	135	3	0 13
" " 2d December	32	4	18 13
Total	167	7	19 2

A. F. GOODRIDGE, M.D. E. W. J. LOTT. F. W. HAGAN.

MINAS GERAES MINING COMPANY.

Morro das Almas, Dec. 20 and 21.—Our operations in the mine are confined to the extraction of ore from the north stopes, as much as we are able to raise with our present negro force, and remove the attle above the landing level to make up the deficiency for the supply of the stamps, which amounts to about half of the whole quantity stamped. The stopes which we are carrying on to the northward of the sump, where the bed is, in some places from eight to ten feet wide, appear to be poor, not having met with any prills, although the layer of oxide of iron in the bed; the favourable gold bearer in this formation, is looking as well and promising as ever; some small prills we only find in the stamps, when clearing the covers. Should this comparative poorness of the northern stopes continue for some distance further, I must only look to the quantity of ore to increase our produce, and in doing so, I find myself so much embarrassed for the want of negro force, that we are daily at a loss how to arrange the stations of our tackle and cartmen.

Dec. 28th and 29th.—This morning, we witnessed a tremendous shower, lasting for upwards of two hours; all the mountain rivulets increased to great streams.

Dec. 30th.—The damages done by yesterday's impetuous weather are, I am happy to say, less injurious than I anticipated; two of our leats away in only three places, but I expect to get sufficient water home in the course of this day, so as to be able to supply the engine-wheel, and prevent the rising of the water in the mine. The half-finished masonry work, near the stamps, remained to my surprise, whilst a powerful stream with immense fury had been running over it. Part of the country, near the blacksmith's shop, has fallen away, and endangered the new axle lying near the spot for preparation, which was carried nearly down the narrow valley.

Produce from 29th November, to 30th December, 8 lbs. 6 oz. 7 dwts. 0 gr.

J. C. HOCHERER.

SUPPLY OF COALS FOR EDINBURGH.

Thanks to the efforts of the committee appointed some months ago, the price of coal in this city is now considerably reduced; and we are happy to add, that measures are in progress for procuring a great additional supply from fields not at present worked, and in the immediate vicinity of the town. The very valuable coal-fields of the Marquis of Abercorn, which were once extensively worked, have for many years yielded no coals; and for this among other reasons, that, at the great fires in the city, all the valuable plans, sections, and reports, were destroyed, as they happened to be in the chambers of T. Guthrie Wright, Esq., commissioner for the proprietor. In order to remedy, as far as possible, this almost irreparable loss, Mr. Wright, employed Mr. Bald, mining engineer, to survey these coal-fields anew, and report any information he could possibly collect. During these last twelve months, Mr. Bald has accordingly been engaged from time to time in examining the aged miners who wrought in this coal field; and by correspondence with mining engineers who were acquainted with the ground, or had partial plans and sections of it in their possession, he has collected a mass of information so satisfactory, that a distinct report has been produced, and the coal-field is, we believe, at this moment advertised to be let on lease. The geological interest of the subject has induced us to examine the plans and sections prepared by Mr. Bald, upon which a great amount of labour and research must have been expended. The general results may be stated briefly thus:—The beds are almost on edge, being inclined at an angle exceeding fifty degrees. There are two distinct groups, divided by a vast thickness of sandstone and shale. The eastern is at Brunstain, next to New Hailes estate, and the western at Duddingstone and Joppa. The beds in the first contain an aggregate thickness of forty-four feet of workable coal; the second contains sixty-four feet, and the aggregate thickness of both is no less than 108 feet. It will be found, on computation, that each square yard of surface of these beds contains thirty-two tons of coal, while an imperial acre contains no less than 154,880 tons. It hence appears that, after deducting a proportion for pillars and waste, two acres of those beds would yield 247,932 tons of vendible coals, which is nearly sufficient for the yearly consumption of the city. Such a coal-field is, perhaps, without a parallel in Great Britain. If fairly worked, this coal-field alone would supply fuel for the city for many thousand years. It is said, we believe correctly, that capitalists in England as well as in Scotland have been making inquiries after this coal-field, with a view to take it on lease. It is not improbable, therefore, that the operations may commence this season. The beds of coal reach close to the town of Portobello, and the great limestone, which every where underlies the coal in the Lothians, is found under the church. This is not the only addition which will soon be made to the supply of fuel in this quarter. We understand that the Dryden colliery, which has long been unoccupied, and which had only been wrought by an inconceivable day level, is now opening up an extensive plan by George Mercer, Esq., the proprietor, and will, it is expected, afford coal for the Edinburgh market this season. It contains the same beds which are found at Duddingstone and Brunstain. The Loanhead colliery, belonging to Sir George Clerk, which is also very extensive, is likely to be immediately brought into operation upon a great scale. The additional supply from these various quarters, can scarcely fail to have a beneficial effect on the price of fuel in the Edinburgh market.—*Scotsman.*

COAL TRADE.—In the House of Commons, on Tuesday evening, a petition was presented, from merchants and others of London and Westminster, in favour of a free and open competition in the trade of coals.

COAL.—The coal discovered by Roger Hopkins, Esq., at Abercarn, near Newport, is stated to be equal to that of Newcastle.

RAILWAY INTELLIGENCE.

CHELTEMHAM AND GREAT WESTERN UNION RAILWAY BILL.—Mr. Poulett Scrope reported in the House of Commons, on Wednesday evening, from the committee on the Cheltenham and Great Western Union Railway Bill, and to whom several petitions against the said bill were referred, that the order of the House of the 19th of February, empowering the promoters of the bill to deviate at the tunnel at Sapperton on proving the consents of the owners or reputed owners, lessees or reputed lessees, and occupiers of the land under which the tunnel is to pass, had been complied with; and that the committee had inquired into the several matters required by the standing orders on railway bills, and had agreed to the report, which stated that by the estimate for the proposed deviation, a saving will be effected in the construction of the railway, and that all parties affected by the proposed deviation assent thereto. Mr. P. Scrope further reported from the committee, that they had examined the allegations of the bill, and found the same to be true, and had gone through the bill, and made amendments thereunto.

LONDON AND GREENWICH RAILWAY.—Mr. Wolverley Attwood reported in the House of Commons, on the 9th inst., from the committee on the London and Greenwich Railway Bill, and to whom the petition from the governors of St. Thomas's Hospital was referred, that the standing orders relative to bills for making railways did not apply to the present case, the application being solely for extending the period for the completion of the works for one year; and that the committee had considered the said petition, and had examined the allegations of the bill, and found the same to be true, and had gone through the bill, and made amendments thereunto.

NORTH MIDLAND RAILWAY.—The line of railway contracted for some time since by Messrs. Bridge, and which has not been proceeded with in consequence of the failure of the contractors, has been taken by Messrs. Waring and Leathers, who have already commenced operations.

YORK AND NORTH MIDLAND RAILWAY.—We understand that the contractors for the two first sections of this line have been enabled to recommence operations, and that the works are going on in a most satisfactory manner. The bridge over the river Wharf is in progress, and the directors intend shortly to contract for the erection of a bridge over the river Aire at Monk-Fryston, and another bridge over the Calder at Castleford. Contracts for several miles of rails have also been made, and it is expected the rails for the line to the Leeds and Selby Railway will shortly be contracted for, to be delivered in six months. The whole of the works are in such a state of forwardness as to leave no doubt that the railway will be opened in February next, up to the Leeds and Selby line, by which means a communication will at once be opened with the West of Yorkshire.—*Sheffield Iris.*

RAILWAY BETWEEN NOTTINGHAM AND SHEFFIELD.—A bill will be introduced into Parliament this session for opening a railroad communication from Nottingham and Sheffield through Sherwood Forest, and over part of the great Midland coal-field; which, in consequence of its connection with other lines, will, if passed, cause a reduction of coals in the metropolis. It is said to be one of the most eligible lines of railway hitherto projected.—*Liverpool Mail.*

SANKEY CANAL AND ST. HELEN'S RAILWAY.—We are happy to understand, that the shareholders of the Sankey Canal and St. Helen's and Runcorn Gap Railway Company have, at length, come to an agreement, and a committee has been appointed by the proprietors of the respective establishments, to settle and arrange for their amalgamation into one union of interest. This measure will tend to afford a beneficial return to the proprietors, for the outlay of capital in the construction of these public undertakings, and give facility, under every circumstance, to the traffic thereon, hitherto much retarded and crippled by rival hostility.

GRAND JUNCTION RAILWAY.—An accident occurred upon this line near Preston Brook, by the giving way of part of the tunnel at that point, owing to a fault or slip underground, which caused a pressure upon the brick-work that it was not calculated to sustain. The fall was attended with no worse consequences than the detention of the trains, the passengers in which will have to change carriages, and walk for about 150 yards, until the debris can be removed. The passenger train and mails will be dispatched as usual, but gentlemen's carriages, horses, and goods cannot be forwarded beyond this point until the communication is restored, to effect which the utmost exertions are being used.

LONDON AND GREENWICH RAILWAY.—The works are now proceeding with the greatest activity, and it is expected the whole line will be completed in two months.

GLASGOW, PAISLEY, KILMARNOCK, AND Ayr RAILWAY.—We understand that the notices of an application to Parliament, for the formation of a branch from the main line of this railway, to the Johnstone and Ardrossan Railway, have been discontinued, as the directors have succeeded in obtaining the consent of the committee of Ayrshire gentlemen interested in that branch, to postpone the application till the spring of 1840. This postponement is considered a favourable arrangement for the company, and is a satisfactory termination of the negotiation mentioned in the report of the directors to the last half-yearly meeting of the shareholders. It appears from their advertisement, that the company is about to complete contracts for the execution of the railway in Ayrshire. We understand that Mr. Locke is at present engaged in personally laying off the line between Glasgow and Paisley. In consequence of these proceedings, the price of shares has risen nearly 21, or 40 per cent. in the course of the last three weeks.—*Edinburgh Chronicle.*

RAILWAY FROM GLASGOW TO LANARK.—We have just heard, from unquestionable authority, that it has been determined to form a company to carry into effect the design of a railway from this city to Lanark, and that the measure is cordially approved of by influential parties interested in the extensive and valuable coal and iron fields on the line. Arrangements are being made for the immediate Parliamentary survey, on the completion of which a prospectus will be issued, and the company finally constituted. Many of the landed proprietors on this line of railway are now engaged in boring to ascertain the situation and character of the minerals, which, we understand, has proved the fact of the existence of a most valuable and extensive coal and iron field. The advantages which this railway would confer upon Glasgow, are incalculable. By increasing the supply, it would lower the price of coal, and, as a coal port, render the Clyde a rival to the Tyne and Wear.—*Glasgow Chronicle.*

GREAT NORTH OF ENGLAND RAILWAY.—Messrs. Welch and Son, of Newcastle, have undertaken the contract for the Ouse Bridge, at the sum of 15,400l., which exceeds the architect's estimate by a small amount, and is considerably lower than the Parliamentary estimate. The high character of the contractors, who have executed many public works in the northern counties to the entire satisfaction of their employers, is a sufficient guarantee that the bridge will be finished within the period limited, viz., fifteen months, in such a manner as to reflect credit both on themselves, and Mr. Green, by whom the design was prepared.—*Durham Advertiser.*—It is understood that the works of this great undertaking, on that part of the line on the West-side of the town of Northallerton, especially the cutting down of Castle Hills, will be commenced with on or about the 20th or 21st day of this present month.—*Sheffield Iris.*

MORECOMBE BAY RAILWAY.—We are informed upon very good authority that two engineers, one from London and the other from Lincolnshire, employed by the Whitehaven committee, have recently visited Lancaster and the neighbourhood for the purpose of making observations. Their report has not been officially delivered in, but it is said to be favourable. The rivers in particular, the gentleman from Lincolnshire pronounces capable of being easily managed.—*Kendal papers.*

NEWCASTLE AND CARLISLE RAILWAY.—We understand that Messrs. Graham and Co. have entered into a contract with the directors of this railway, from Scotswood to Newcastle, to be executed to the satisfaction of their engineer, Mr. Blackmore, before the end of the present year. From the known perseverance of these contractors, there can be no doubt of its being finished before the time fixed upon, when the inhabitants of this great commercial town will enjoy the benefit of this important national work.—*Tyne Mercury.*

SUNDAY TRAVELLING ON RAILWAYS.—The directors of the Liverpool and Manchester Railway have distributed nearly 300l. between two charitable institutions in the former town, as being part of the receipts arising from Sunday travelling on the line, which certain of the proprietors of the company have from scruples of conscience refused to accept. The subject of Sunday travelling has recently been canvassed at great length by the London and Birmingham Railway Company. In consequence of the rejection by a large majority, at the late general meeting, of a proposition to interdict Sunday traffic on this line, several of the directors have tendered their resignation.

THE GRAND CALEDONIAN JUNCTION RAILWAY.

Government have declined to appoint an officer of the royal engineers to survey the line of the projected Grand Caledonian Junction Railway from Lancaster to Whitehaven, and it has, consequently, been resolved to hold a public meeting to promote that object on the 5th of next month. Although the calling a general meeting has been so much delayed in consequence of the Treasury having deliberated so long in coming to their recent decision, yet the intervening time has been well employed in collecting a mass of evidence so favourable to the undertaking, as to have changed the opinions of many persons who were sceptical on the subject, and we understand a number of influential names have been added to those who signed the Treasury memorial.

A private meeting was held on the 3d ult., at Ponsonby, when a correspondence and documents were read, expressing the opinions of scientific persons of great intelligence and experience, that the only difficulty questionable on the coast line, crossing the Morecombe and Duddon Sands, was a work certainly practicable and easy of execution, under the direction of able engineers practised in sea embanking. The estuaries have been already inspected, in pursuance of a resolution passed at the meeting on the 3d, by an engineer who has been employed on the dykes against the sea in Holland, under the chief engineer in that department of the Government, known to be well and ably conducted. This engineer had also been employed in extensive works—in draining 36,000 acres of land—and in sea embanking in Lincolnshire. He pronounces the embanking the estuaries of Morecombe Bay and the Duddon as perfectly practicable, at a remunerating cost, and the mode of proceeding, as explained by him, appears judicious, simple, and effective.

A second meeting was held on Wednesday week, at Gillifoot, when arrangements were made for holding the public meeting on the 5th of April, to adopt measures for furthering this important project, which never were so favourable an aspect as at present. Railways are now rapidly proceeding to completion, not only in Great Britain, but in every foreign state. With respect more immediately to ourselves, the Birmingham and the Grand Junction Railway will be open this year—the Lancaster and Preston Railway is commencing—the line must be carried on to the north, and it is absolute necessity that we should be prepared to show the superior eligibility of our line. An effective survey must be made, and we look to the ensuing meeting for a subscription ample for the purpose. Two thousand persons of property, in various degrees, signed the Treasury memorial—many influential names have been since added—a mass of favourable evidence will be brought forward at the meeting, and we now earnestly exhort every individual to offer his mite. Five shillings, or half that sum, from the small proprietor, will be as welcome as four times the number of pounds from the rich landowner or millionaire. If every individual determines on giving something, a large and adequate sum will be easily raised, and the project will at once be placed on a proper footing, and be viewed as steadily progressing to a glorious consummation.

The Kendal line is said to be a failure. The best line for the Kendal people would be a branch from Morecombe Bay, near Milnthorpe. We hope they will at once fall in with our advice, and give up all their Nan Bield and Longsaddle mountain-cutting chimeras.—*Whitehaven Herald*.

FROM THE LONDON GAZETTE.

Tuesday, March 13.

INSOLVENTS.

March 12.—Joseph Cox, Hyde, Cheshire, timber-merchant.
March 12.—Jonas Stead, Arnsley, Yorkshire, cloth-manufacturer.
March 13.—Thomas Andrew, Moor-street, Soho, victualler.
George Calthrop, Spalding, Lincolnshire, merchant.

BANKRUPTS.

J. H. Beak, Cheltenham, spirit-merchant. [Adlington, Gregory, Faulkner, and Follett, Bedford-row.
J. Dawson, E. Butterworth, and J. Butterworth, Manchester, calico-printers. [Willis, Bower, and a Willis, Tokenhouse-yard, Lothbury.
G. Halsted, Colne, Lancashire, cotton-spinner. [Johnson, Son, and Weatherall, Temple.
D. Illingworth, Keighley, Yorkshire, head-yarn manufacturer. Smith, Chancery.
S. Radd, and T. Sudd, Beccles, Suffolk, grocers. [Bromley, Gray's-inn.
J. Soggs, Manchester, hop-merchant. [Adlington, Gregory, Faulkner, and Follett, Bedford-row.

DIVIDENDS.

April 3, J. Ford, Fieldgate-street, Whitechapel, ironfounder—April 5, T. Woods and J. Dowden, Portsmouth, cabinet-makers—April 3, R. J. Brassey, Lombard-street, City, bar—April 4, S. Symonds, Basinghall-street, Blackwell-Hall-factor—April 4, R. K. Chubb, Newgate-street, seedsman—April 4, J. and R. Williams, Houndsditch, copper-smiths—April 4, T. Johnston and W. Bevers, Pantons-street, Haymarket, tailors—April 4, W. Stone, Harp-lane, Tower-street, wine-merchants—April 4, B. and R. Wallis, Blackwall, ship-brokers—April 4, J. Clark, Keppel-street, Bloomsbury, dentist—April 3, S. Pott, Edmonton, glass-dealer—April 3, J. Ward, Woolwich, banker—April 5, W. Naylor, Mortimer-street, Cavendish-square, glass-manufacturer—April 5, J. H. Rowe, Goswell-street, builder—April 5, P. J. Harrison, jun., King's-place, Commercial-road, stationer—April 5, W. Plessey, Raleigh, Essex, draper—April 6, B. Turner, Oilerton, Nottinghamshire, farmer—April 7, J. Mitchell, Portsmouth, mercer—April 6, G. Lillie and J. Patten, Liverpool, merchants—May 16, P. Newton, Norwich, silk-mercer—April 10, T. Cave, jun., Nottingham, lace-manufacturer—April 12, E. R. Kett, Oxford, chemist—April 9, J. E. Harrison, Nottingham, hatter—April 12, T. Wyatt, Oxford, baker—April 9, J. Hayward, Leamington-priors, Warwickshire, lodging-housekeeper—April 9, J. Threlfall, Preston, Lancashire, carrier—April 3, W. E. Burgess, Llanelli, Carmarthenshire, draper—April 11, J. Townsend, Liverpool, planer.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before April 3.
W. Butt, Ledbury, Herefordshire, grocer—P. Hughes, Edge-hill, Lancashire, brewer—J. Maguire, Liverpool, merchant—W. Walker, jun., Knaresborough, draper—D. Johnson, Birmingham, druggist—J. E. Dumont, Liverpool, merchant—J. Geden, Edinburg, Lancashire, hat-manufacturer—J. R. Hughes, Oxford, vendor of cigars—W. Lee, Bristol, stock-broker—J. Johnson, Liverpool, flour-dealer—W. Bower, Levenshulme, Lancashire, cotton-spinner—J. Mainprice, Soham, Cambridge shire, victualler—J. Speden, North Shields, spirit-dealer—E. Haines and C. Haines, Gloucester, linen-draper—W. Plessey, Bristol, victualler—R. Cornes, Ashton-under-Lyne, ironmonger—J. Yeates, Brighton, brewer.

Friday, March 16.

INSOLVENTS.

March 15.—Robert Thomas Latham, Andover, Hampshire, surgeon.
March 15.—John Collins, Penton-place, Pentonville, auctioneer.
March 16.—George Berenger, High-street, Kensington, hosier.

BANKRUPTS.

W. Sweet, Chancery-lane, carver and gilder. [Duncombe, Lyon's Inn.
J. Haggitt, Poultry, hosier. [Jones, Size Lane.
J. Hood, Ashby-de-la-Zouch, Leicestershire, carrier. [Capes and Co., Bedford-row.
J. Tetlow, Austerlands, Yorkshire, butcher. [Milne, Parry, and Co., Temple.
C. L. Sharpley, Liverpool, ironmonger. [Blackstock, Bunce, and Co., Temple.
W. W. Garlick, Manchester, plumber. [Willis, Bower, and Co., Tokenhouse-yard.
J. Watson, jun., Marton, Lincolnshire, saddler. [Scott, Lincoln's Inn-fields.

DIVIDENDS.

April 6, J. Miles, Aldham, Essex, butcher—April 7, R. H. Vinson and W. Shoults, Maze, Somerset, farmers—April 7, A. Mackenzie, Manchester, merchant—April 7, R. Camm, Southampton, job-master—April 6, C. Pricker, Brighton, grocer—April 10, W. Jesse and W. T. Jesse, Bourton, Dorsetshire, dowl-manufacturers—April 11, J. Togwell, Cheltenham, baker—April 20, S. Rawlinson, Manchester, merchant—April 20, T. Bailey, Nottingham, draper—April 7, S. Cartledge and J. Cartledge, Lincoln, merchants—April 11, J. Plevin, Nantwich, Cheshire, timber-merchant—April 10, T. Lewis, Glasgwynydd, Montgomeryshire, cheese-factor—April 20, F. Lear, Kingswood-hill, Gloucestershire, tailor-chandler—April 11, W. Geach, sen., and W. Geach, jun., Pound, Cornwall, shipwrights—April 12, J. Simpson, Bedfordwell, Norfolk, grocer—April 9, J. Myrie, Brighton, butcher—April 25, G. Godber, Liverpool, woollen-draper—April 10, J. B. Cooper, Harleston, Suffolk, coal-merchant.

CERTIFICATES to be granted, unless cause be shown to the contrary on or before April 6.
J. Parkyn, Devonport, linen-draper—R. Warner, Ashby-de-la-Zouch, Leicestershire, schoolmaster—J. Moor, Leather-lane, builder—W. Bentley, sen., Glasg, and W. Bentley, jun., Liverpool, merchants—W. Hadnutt, William-street, Lambeth, march, carpenter—H. Pope, East Retford, Nottinghamshire, wine-merchant—J. Muddle, Dover, silk-mercer.

COMMERCIAL INTELLIGENCE.

THE COLONIAL MARKETS.—The market for British Plantation sugars has again been very dull and depressed for all descriptions; the importers have this week shown more disposition to meet the buyers, and in consequence a decline of 1s. to 1s. 6d. has taken place in prices, and even now both grocers and refiners evince a great deal of reluctance to purchase, which has limited the transactions to such quantities as are sufficient to supply their immediate wants; good yellow Trinidad sold at 87s. 6d. to 88s.; and good grey St. Kitt's, at 80s. per cwt. The sales during the week barely reached 600 hhds.

Mauritius.—The importers continue to supply the market freely with these descriptions, and in consequence they have been compelled to submit to a further reduction of 1s. to 1s. 6d. per cwt.; the prices ruled as follows—strong bright brown, 88s. to 89s.; bright yellow, 89s. 6d. to 90s.; fine and colony, 91s. to 92s.; a good deal of very superior quality at 94s. per cwt.

EAST INDIA SUGARS.—There is still a strong disposition to purchase Bengal; the importers, however, have well supplied the market, and prices may be quoted 1s. per cwt. lower than last week.
Refined Sugars.—The rapid decline that has taken place in the prices of raw sugar, has caused buyers to exercise much caution in purchasing refined goods, and the refiners have been induced to accept a decline of 1s. per cwt. The grocers bought sparingly, and lumps to pass the standard were done at 78s. per cwt.; and double crushed at 86s.; powder loaves, at 78s. to 80s.; Hambro' ditto, 80s. to 86s.; double refined, 86s. to 100s. per cwt.

COFFEES.—The market for British Plantation coffee is extremely dull, and the demand has been limited; prices may be quoted rather lower. For Ceylon, the market has also been flat, and a decline of 2s. to 3s. per cwt. has been accepted; good ordinary was done at 80s. to 82s. per cwt. In Mocha but little has been done, but former prices were maintained.

TEAS.—The announcement of 176,424 packages, equivalent to 12,554,820 lbs. of tea for the approaching sales, has rather damped the market, but prices are not needed in any one description, it is generally believed the merchants mean to support the current rates.

AND COMMERCIAL GAZETTE.

HOPS.—This market remains in the same state as noticed for some weeks past; steady, and holders are very firm.
TALLOW.—This market continues in a very excited state, owing to the smallness of the stock, which is daily diminishing, and no new tallow can be expected for about two months; prices have advanced this week to 52s. per cwt. for first quality. For new tallow to arrive, 200 casks are said to have brought 48s. per cwt.

CORN EXCHANGE, MARCH 16, 1838.

Wheat... p. Qr. 46s to 65s Malt... p. Qr. 50s to 60s Oats... p. Qr. 19s to 29s
Rye... 30s to 40s Peas... 30s to 38s Bran... 10s to 11s
Barley... 28s to 35s Beans... 29s to 40s Pollard... 14s to 20s

Town made... 45s to 50s East & Suffolk, on board... 42s to 46s
Seconds... 45s to 50s Norfolk and Stockton... 40s to 45s

AVERAGE PRICE OF GRAIN, per Quarter.
Wheat... 4d. 28s. 6d. 20s. 6d. 29s. 3d. 32s. 5d. 33s. 4d.
Oats... 3d. 28s. 9d. 29s. 4d. 28s. 10d. 32s. 7d. 32s. 10d.

DUTY ON FOREIGN CORN.
31s. 8d. 19s. 10d. 16s. 9d. 27s. 3d. 21s. 3d. 21s. 3d.
Duties on Grains from British Possessions out of Europe.
3s. 6d. 2s. 6d. 2s. 6d. 3s. 6d. 3s. 6d. 3s. 6d.

PRICES OF SEEDS.
Linseed... 44s to 50s Coriander Seed... 12s to 18s per Cwt.
Ditto Cakes... 13s 0s per 1000 Red Clover Seed... 60s to 70s do
Rapeseed... 26s to 32s per Last Mustard Seed... 7s to 8s per Bus.
Caraway Seed... 40s to 46s per Cwt. Ditto... brown ss to 12s do.

SMITHFIELD, FRIDAY, MARCH 16.

To sink the offal—per 8lb.
Beef... 3s. 4d. 4s. 6d. 4s. 6d. Veal... 4s. 4d. 4s. 6d. 4s. 6d.
Best Down & Polled Mutton... 5s. 0d. Pork... 4s. 8d. 5s. 0d. 5s. 0d.
Head of Cattle this day—Beasts, 590; Sheep, 3340; Calves, 143; Pigs, 831.
Head of Cattle on Monday—Beasts, 2570; Sheep, 18,260; Calves, 63; Pigs, 309.

NEWCASTLE AND LEADENHALL.—By the Carcase.
Beef... 2s. 10d. 3s. 4d. 3s. 10d. Veal... 3s. 8d. 4s. 6d. 4s. 6d.
Mutton... 3s. 0d. 3s. 4d. 3s. 4d. Pork... 4s. 8d. 5s. 0d. 5s. 0d.

ROMFORD.

Oxen... 3s. 8d. 4s. 4d. 4s. 4d. Lambs... 0s. 6d. 0s. 6d. 0s. 6d.
Cows and Heifer... 2s. 4d. 3s. 6d. 3s. 6d. Calves... 4s. 0d. 4s. 0d. 4s. 0d.
Sheep... 3s. 8d. 4s. 4d. 4s. 4d. Pigs... 4s. 0d. 4s. 0d. 4s. 0d.

METEOROLOGICAL JOURNAL, 1838.

Thermometer... 31 to 47 29.99 to 30.14 Monday 12... 23... 47 30.06
Friday, 9... 23... 49 30.21 Tuesday 13... 25... 50 30.06
Saturday, 10... 26... 46 29.94 Wednesday 14... 35... 58 30.00
Sunday 11... 28... 47 29.73 Thursday 15... 35... 58 30.00

Winds variable, N.W. prevailing.
Except the 9th, 11th, and 12th, generally cloudy; a little rain on the 15th and 14th.
Edmonton. CHARLES HENRY ADAMS.

SALE OF COPPER ORES AT POOL.

Sampled Feb. 21, and sold at Serpell's Hotel, Pool, March 8.
Mines Tons Price Purchasers
Consolidat 100... 5 11 6. Vivians
ditto 98... 7 6 0. Williams
ditto 95... 6 13 0. Vivians
ditto 94... 3 11 0. Vivians
ditto 93... 5 15 6. —
ditto 90... 5 15 0. Williams
ditto 84... 7 16 6. Crown Co.
ditto 75... 6 9 0. Williams
ditto 72... 10 9 0. —
ditto 65... 4 8 6. —
N. Roake 121... 7 1 0. —
ditto 105... 5 2 0. Crown Co.
ditto 97... 5 6 0. P. Grenfell.
ditto 96... 3 4 0. —
ditto 94... 7 16 0. —
ditto 82... 5 17 0. Williams
ditto 78... 5 9 0. P. Grenfell.
ditto 75... 5 9 0. Crown Co.
ditto 70... 5 17 0. Williams
East Croft 95... 5 2 0. Mines Royal
ditto 82... 6 15 6. —
ditto 78... 4 2 0. Vivians
ditto 70... 5 6 0. Mines Royal
Longloose 80... 5 4 6. —
ditto 54... 5 4 6. —
Dudnace 20... 7 10 6. —
S. Roake 119... 4 9 0. Vivians
ditto 80... 5 10 6. —
ditto 70... 5 8 0. Vivians & Co.
W. Chance 101... 5 2 0. Vivians
Wh. Gerry 47... 3 13 0. English.

SALE OF COPPER ORES AT SWANSEA.

Sampled Feb. 20, and sold at Swansea, March 14.
Mines Tons Price Purchasers
Cobbe 87... 201 902 24 6 0 Chilli... 224 913 18 3 6
ditto 82... 302 912 25 16 0 ditto 31... 222 913 18 7 6
ditto 70... 322 91 27 2 6 Allibies... 96 111 101 9 2 6
ditto 99... 214 904 17 17 0 ditto 90... 112 992 9 8 6
ditto 50... 222 902 18 7 6 ditto 40... 112 902 9 5 6
ditto 37... 24 912 19 13 6 Copiapo... 70 242 922 20 3 6
ditto 37... 29 882 24 0 0 ditto 63... 352 922 21 3 6
ditto 38... 31 902 25 16 0 ditto 43... 194 942 16 2 6
ditto 17... 46 882 38 9 0 Cuba... 95 200 942 17 3 0
Knockmah 115... 97 1032 7 9 0 ditto 50... 292 922 25 3 0
ditto 100... 114 99 9 2 6 ditto 3... 214 92 17 11 0
ditto 96... 10 1032 8 1 6 Tigray... 32 7 110 5 9 0
ditto 88... 91 1042 7 8 0 ditto 23... 32 130 2 12 6
ditto 60... 104 103 8 3 6 Cronbane... 53 7 110 5 8 6
ditto 37... 82 103 6 16 0 ditto 15... 44 1272 3 0 0
ditto 40... 82 1032 6 8 0 Llandidno... 31 12 1002 10 13 6
Ballymurtagh 105... 43 120 3 12 0 Mexican... 31 12 1002 9 16 6
ditto 77... 43 120 3 9 0 ditto 26... 112 1014 9 6 0
ditto 76... 43 1194 3 11 6 ditto 8... 7 1104 5 9 6
ditto 71... 43 1212 3 7 6 Penrallt... 38 7 1104 5 9 6
ditto 50... 43 121 3 3 0 ditto 5... 104 1014 8 8 0
Chilli... 100 222 92 18 6 Hulse Slag 22... 68 102 5 3 6
ditto 78... 21 934 18 1 6 ditto 4... 5 1102 3 11 6

SALE OF COPPER ORES AT REDRUTH.

Sampled Feb. 28, and sold at Andrews's Hotel, Redruth, March 15.
Cobbe 87... 201 902 24 6 0 Chilli... 224 913 18 3 6
ditto 82... 302 912 25 16 0 ditto 31... 222 913 18 7 6
ditto 70... 322 91 27 2 6 Allibies... 96 111 101 9 2 6
ditto 99... 214 904 17 17 0 ditto 90... 112 992 9 8 6
ditto 50... 222 902 18 7 6 ditto 40... 112 902 9 5 6
ditto 37... 24 912 19 13 6 Copiapo... 70 242 922 20 3 6
ditto 37... 29 882 24 0 0 ditto 63... 352 922 21 3 6
ditto 38... 31 902 25 16 0 ditto 43... 194 942 16 2 6
ditto 17... 46 882 38 9 0 Cuba... 95 200 942 17 3 0
Knockmah 115... 97 1032 7 9 0 ditto 50... 292 922 25 3 0
ditto 100... 114 99 9 2 6 ditto 3... 214 92 17 11 0
ditto 96... 10 1032 8 1 6 Tigray... 32 7 110 5 9 0
ditto 88... 91 1042 7 8 0 ditto 23... 32 130 2 12 6
ditto 60... 104 103 8 3 6 Cronbane... 53 7 110 5 8 6
ditto 37... 82 103 6 16 0 ditto 15... 44 1272 3 0 0
ditto 40... 82 1032 6 8 0 Llandidno... 31 12 1002 10 13 6
Ballymurtagh 105... 43 120 3 12 0 Mexican... 31 12 1002 9 16 6
ditto 77... 43 120 3 9 0 ditto 26... 112 1014 9 6 0
ditto 76... 43 1194 3 11 6 ditto 8... 7 1104 5 9 6
ditto 71... 43 1212 3 7 6 Penrallt... 38 7 1104 5 9 6
ditto 50... 43 121 3 3 0 ditto 5... 104 1014 8 8 0
Chilli... 100 222 92 18 6 Hulse Slag 22... 68 102 5 3 6
ditto 78... 21 934 18 1 6 ditto 4... 5 1102 3 11 6

TOTAL PRODUCE.

Consolidated... 865 tons 5164s 4 6 United Hills... 280 tons 1933 5 0
North Roake... 828... 4749 8 0 Dolcoath... 320... 1291 17 6
East W. Croft... 459... 2485 3 6 Fowey Consols... 277... 1816 19 6
Longloose... 80... 546 3 6 South W. Basset... 208... 947 16 0
Dudnace... 20... 710 6 6 South Towan... 173... 908 1 6
South Roake... 119... 490 3 6 Tincroft... 163... 640 9 6
Wh. Chance... 101... 520 3 6 East Pool... 70... 845 0 0
Wh. Gerry... 47... 313 0 6 Wh. Sparrow... 36... 159 6 0

SALE OF COPPER ORES AT REDRUTH.

Sampled Feb. 28, and sold at Andrews's Hotel, Redruth, March 15.
Cobbe 87... 201 902 24 6 0 Chilli... 224 913 18 3 6
ditto 82... 302 912 25 16 0 ditto 31... 222 913 18 7 6
ditto 70... 322 91 27 2 6 Allibies... 96 111 101 9 2 6
ditto 99... 214 904 17 17 0 ditto 90... 112 992 9 8 6
ditto 50... 222 902 18 7 6 ditto 40... 112 902 9 5 6
ditto 37... 24 912 19 13 6 Copiapo... 70 242 922 20 3 6
ditto 37... 29 882 24 0 0 ditto 63... 352 922 21 3 6
ditto 38... 31 902 25 16 0 ditto 43... 194 942 16 2 6
ditto 17... 46 882 38 9 0 Cuba... 95 200 942 17 3 0
Knockmah 115... 97 1032 7 9 0 ditto 50... 292 922 25 3 0
ditto 100... 114 99 9 2 6 ditto 3... 214 92 17 11 0
ditto 96... 10 1032 8 1 6 Tigray... 32 7 110 5 9 0
ditto 88... 91 1042 7 8 0 ditto 23... 32 130 2 12 6
ditto 60... 104 103 8 3 6 Cronbane... 53 7 110 5 8 6
ditto 37... 82 103 6 16 0 ditto 15... 44 1272 3 0 0
ditto 40... 82 1032 6 8 0 Llandidno... 31 12 1002 10 13 6
Ballymurtagh 105... 43 120 3 12 0 Mexican... 31 12 1002 9 16 6
ditto 77... 43 120 3 9 0 ditto 26... 112 1014 9 6 0
ditto 76... 43 1194 3 11 6 ditto 8... 7 1104 5 9 6
ditto 71... 43 1212 3 7 6 Penrallt... 38 7 1104 5 9 6
ditto 50... 43 121 3 3 0 ditto 5... 104 1014 8 8 0
Chilli... 100 222 92 18 6 Hulse Slag 22... 68 102 5 3 6
ditto 78... 21 934 18 1 6 ditto 4... 5 1102 3 11 6

TOTAL PRODUCE.

Carn Breva... 755 tons 4071 0 0 Providence M... 145 tons 1228 3 0
Tresvane... 381... 2243 18 6 Cook's Kitchen... 112... 459 0 0
Wh. Friendship... 305... 1925 14 0 Wheat Bury... 108... 277 18 6
Wh. Prosper... 296... 1608 10 6 Wheat Speed... 94... 926 14 0
Marazion... 285... 1448 6 0 Wheat Trevaras... 93... 618 16 0
Fowey Consols... 285... 1448 6 0 Wheat Trenwith... 92... 799 2 0
Wh. Buller... 247... 1275 6 0 Wheat Julia... 70... 351 15 0
W. Beauchamp... 215... 1651 15 6 Wheat Trevas... 60... 313 4 0
Relist... 208... 1394 18 0 Wheat Harriet... 35... 79 12 6
Wh. Jewel... 173... 2818 17 6 Coal's Ore... 15... 29 5 0

Average standard, 1071. 3s.—Average produce, 81.—Average price, 61. 9s. 6d.—Quantity of ore, 3640.—Quantity of fine copper, 315 tons 3 cwt.—Amount of money, 28,561. 16s. 0d.—Average standard of last sale, 1111. 3s.—Produce, 71.
Copper ore for sale on Thursday next, at Pearce's Hotel, Truro. Mines and Parrels.—Tresvane, 827; Wheat Jewell, 312; Wheat Unity Wood, 282; Fowey Consols, 268; Carharack and Wheat Maiden, 216; Hallenbeagle, 168; Poldice, 166; Wheat Providence, 156; Wheat Charlotte, 62.—Total, 2457.
Copper ore for sale on Thursday week, at Pearce's Hotel, Truro. Mines and Parrels.—Consolidated, 1482; Great St. George, 370; Fowey Consols, 285; Wheat Ellen, 261; Wheat Leisure, 220; Godolphin, 194; Levant, 189; East Crinall, 166; Wh. Prudence, 153; Poldice Condurrow Consols, 18; Wh. Perran, 16.—Total 8580.

PRICES OF MATERIALS IN CORNWALL.

AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	9 & 10 11 & 12	9 & 10 11 & 12
Common iron, per cwt.	5s 6d 10s 9d	Ditto machine... 14s 6d 14s
Half-inch square ditto, and	10 6 11 0	Iron-wire ditto... 3 2 3 2
Best tough whelm chain...	32 0 30 0	Iron-wire work, per foot... 1 8 1 9
Boiler plates...	16 0 16 0	Board nails, per cwt... 20 0 21 0
Hoop iron...	13 0 14 0	Half-board ditto, per 1000 5 9 4 9
Nail rods...	9 12 0	Hatch ditto... 4 0 4 0
Miners' shovels...	36 0 32 0	Half-hatch ditto... 3 4 3 0
Charcoal iron...	13 6 12 6	Lined oil, per gallon... 3 8 3 0
Gunpowder, per 100 lb...	42 0 42 0	Kape ditto... 3 9 3 2
Coal, per ton, at quay...	14 6 14 6	Strait ditto... 1 7 1 7
Candles, per dozen lb...	4 9 4 9	Sheet lead, per cwt... 24 6 24 0
Tallow, per cwt...	41 6 41 6	Barrow bends... 9 0 9 0
Ropes...	36 0 36 0	H 2 steel (112 lbs.)... 32 0 32 0
Flap ropes...	38 0 38 0	2s. nails... 2s 0 2s 0
Hiamp...	0 4 0 4	Pick hits... 1 5 1 5
White yarn, per lb...	0 44 0 44	Shovel hits... 2 0 2 0
White rope...	0 44 0 44	White ground lead... 36 0
Brass-wire sieves, each...	4 8 4 8	Red lead... 34 0

